Planning Technical Advisory Committee Meeting (PTAC)

REGULAR MEETING AGENDA

May 16, 2007
10:00 a.m.

South Florida Regional Transportation Authority
Board Room
800 NW 33rd Street, Suite 100
Pompano Beach, Florida 33064
www.sfrta.fl.gov

FOR FURTHER INFORMATION CALL JOSEPH QUINTY AT (954) 788-7928

Members

Michael Busha, Treasure Coast Regional Planning Council
William Cross, South Florida Regional Transportation Authority
Carolyn Dekle, South Florida Regional Planning Council
Roger Del Rio, Broward Metropolitan Planning Organization
Gary Donn, Florida Department of Transportation, District VI
John Spillman, Miami-Dade Transit
Jose Luis Mesa, Miami-Dade Metropolitan Planning Organization
Lynn Everett-Lee, Broward County Transit
Gustavo Schmidt, Florida Department of Transportation, District IV
Fred Stubbs, Palm Tran
Randy Whitfield, Palm Beach Metropolitan Planning Organization
Nancy Ziegler, FDOT, District IV

Directions to SFRTA: I-95 to Copans Road. Go west on Copans to North Andrews Avenue Ext. and turn right. Go straight to Center Port Circle, which is NW 33rd Street, and turn right. SFRTA's offices are in the building to the right. The SFRTA offices are also accessible by taking the train to the Pompano Beach Station. The SFRTA building is South of the station. Parking is available across the street from SFRTA's offices, at the Pompano Beach Station.

PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING OF MAY 16, 2007

The meeting will convene at 10:00 a.m., and will be held in the Board Room of the South Florida Regional Transportation Authority, Administrative Offices, 800 NW 33rd Street, Suite 100, Pompano Beach, FL 33064.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

DISCUSSION ITEMS

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an "Appearance Card" and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

CONSENT AGENDA
Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any PTAC Member, however, that item may be removed from the Consent Agenda and considered separately.

C1 – MOTION TO APPROVE: Minutes of PTAC Meeting of April 18, 2007

REGULAR AGENDA
Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

None.

INFORMATION / PRESENTATION ITEMS
Action not required, provided for information purposes only.

I1 – INFORMATION: SFRTA Performance Measures Evaluation

I2 – INFORMATION: 95 Express Managed Lanes

I3 – INFORMATION: SFRTA TDP Minor Update

I4 – INFORMATION: SFRTA Strategic Regional Transit Plan

I5 – INFORMATION: 2008 South Florida Transit Summit

OTHER BUSINESS

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

PTAC MEMBER COMMENTS

ADJOURNMENT

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, must at least 48 hours prior to the meeting, provide a written request directed to the Executive Office at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida, or telephone (954) 942-RAIL (7245) for assistance; if hearing impaired, telephone (800) 273-7545 (TTY) for assistance.

Any person who decides to appeal any decision made by the Board of Directors for the South Florida Regional Transportation with respect to any matter considered at this meeting or hearing, will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons wishing to address the Board are requested to complete an "Appearance Card" and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

DRAFT

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING
APRIL 18, 2007

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:00 a.m. on Wednesday, April 18, 2007 in the Board Room of the South Florida Regional Transportation Authority (SFRTA), Administrative Offices located at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida 33064.

COMMITTEE MEMBERS PRESENT:

Mr. Randy Whitfield, Palm Beach Metropolitan Planning Organization (MPO), PTAC Chair
Mr. Jeff Weidner, Florida Department of Transportation (FDOT), District IV
Ms. Maria C. Batista, Miami-Dade Transit (MDT)
Mr. Enrique Zelaya, Broward MPO
Mr. Fred Stubbs, Palm Tran
Mr. Jonathan Roberson, Broward County Transit (BCT)
Mr. Joseph Quinty, South Florida Regional Transportation Authority (SFRTA)
Mr. William Cross, SFRTA
Mr. Phil Steinmiller, FDOT, District VI
Mr. Larry Allen, South Florida Regional Planning Council (SFRPC)
Mr. Wilson Fernandez, Miami-Dade MPO

ALSO PRESENT:

Mr. Jim Udvardy, South Florida Commuter Services (SFCS)
Ms. Andrea McGee, SFCS
Mr. Reed Everett-Lee, Carter & Burgess
Ms. Cassandra Ecker, Carter & Burgess
Ms. Auriliz Benitez, FDOT, District VI
Mr. Greg Kyle, Kimley-Horn
Mr. Michael Moore, Gannett Fleming
Mr. Dan Glickman, Citizen
Ms. Elaine Magnum, SFRTA
Mr. Lynda Westin, SFRTA
Ms. Beatriz Kudaka, SFRTA

CALL TO ORDER

The Chair called the meeting to order at 10:15 a.m.

ROLL CALL

The Chair requested a roll call by the Minutes Clerk.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Fred Stubbs moved for approval of the Agenda. The motion was seconded Mr. Larry Allen.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair called the motion to a vote and it was approved unanimously.

DISCUSSION ITEMS

There were no discussion items.

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an "Appearance Card" and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

There were no matters by the public requested.

CONSENT AGENDA
Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Committee Member, however, that item may be removed from the Consent Agenda and considered separately.

C1 – MOTION TO APPROVE: Minutes of Planning Technical Advisory Committee Meeting of February 21, 2006

A motion was made by Mr. Fred Stubbs to approve the meeting minutes. The motion was seconded by Mr. Jeff Weidner. The motion was called to a vote and carried unanimously.

REGULAR AGENDA
Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

R1 – MOTION TO APPROVE: Tri-Rail Station Parking and Circulation Study

Mr. William Cross, SFRTA Manager of Planning and Capital Development, provided a PowerPoint presentation and lead discussion of the document's recommendations. He began by noting that observations for all of the parking lots took place in August 2006. Part of the observations were mode of station access, and Mr. Cross stated that the majority of Tri-Rail passengers arrive at the station via personal vehicle, which makes having good park and ride facilities essential. He also commented that the field observations found a number of deficiencies, including lack of signage, poor maintenance (especially striping), and mixed drop-off/pick-up traffic at many locations. Mr. Cross said that ideally there would be separation between professional drivers (buses, shuttles, and taxis) and personal vehicle kiss and ride activity. He also noted that needed infrastructure was identified, with a lack of sidewalks at key locations highlighted.

Mr. Cross explained that future parking projections were another important part of the study. Observed parking usage was plugged into a formula projecting future parking demand at each station. Mr. Cross stated that projections show system-wide parking demand exceeding capacity by 2015. He also posted a graphic showing a station by station breakdown of future parking demand and where extra capacity will be needed. Mr. Cross continued by presenting maps for each of Tri-Rail's 18 stations, showing the conceptual parking capacity and circulation improvements and their potential locations.

Overall recommendations were a key component of the study, with Mr. Cross identifying those considered short term (through 2009), mid term (2010-2015), and long term (2015-2020). He stated that modest costs were identified for the short term improvements, but larger costs were projected for mid and long term, as those tend to be larger scale projects such as structured parking. In addition to technical findings and recommendations, Mr. Cross mentioned some policy measures suggested in the study. Some of these included stronger SFRTA control of parking facilities, temporary gravel parking lots at locations where there are immediate capacity needs, and working with partner agencies to obtain funding to implement the various improvements. Mr. Cross stated that he expected the short term projects to be submitted through various MPO programs shortly.

Mr. Larry Allen suggested that remote parking and shuttle concepts be considered at the Hollywood Station site. Mr. Jeff Weidner commented that the study's parking projections at stations with FDOT joint development sites were way below FDOT's estimates, and thinks they should be revisited. Mr. Cross replied that the study did not take into account the park and ride usage for carpools and vanpools, but rather just for Tri-Rail. Mr. Weidner stated that his questions about the modeling methodology were detailed, and he would address them with SFRTA staff at another time.

Chairman Whitfield commented that he liked the recommendation for permeable pavers, especially considering the current water shortage. He also recommended that landscaping elements be included in the recommendations. Mr. Whitfield also asked about the rubber sidewalks included in the recommendations. Mr. Cross said that recycled tires are used for such sidewalks, and that a number of green features were included in the recommendations. Mr. Whitfield also commented that work on the Palm Beach MPO's bicycle plan will begin in the next year, and he hoped the two efforts can be coordinated. Questions also arose regarding the restoration of Tri-Rail parking under I-95 at the Lake Worth station, particularly of how parking for the high school would be separated from commuters. Mr. Weidner responded that he thought high school parking would be at the southern portion of the lot, and it would be fenced off from the Tri-Rail parking.

Mr. Enrique Zelaya noted the high percentage of station users arriving via park and ride and kiss and ride, compared to a small percentage arriving via bus and shuttles. Mr. Zelaya suggested that a goal of the agency should be to increase the number of walking and biking trips to the station, which would reduce the parking demand and be cost feasible than building new parking lots or structures. Mr. Cross agreed, saying that transit oriented development projects will supplement the recommendations of the study. Mr. Dan Glickman asked for clarification of the stations where FDOT has differing parking projections. Mr. Weidner replied that Sheridan Street, Fort Lauderdale/Broward Boulevard, and Cypress Creek are the three locations. Further discussion ensued on the status of projects at those locations and the methodologies that should be used.

A motion was made by Mr. Enrique Zelaya to approve the study, on the condition that all suggestions made by PTAC members including the reevaluation of the demand estimates at 3 FDOT park and ride lots

be incorporated. The motion was seconded by Mr. Fred Stubbs. The motion was called to a vote and carried unanimously.

INFORMATION / PRESENTATION ITEMS
Action not required, provided for information purposes only.

I1. - INFORMATION: SFRTA Transit Development Plan (TDP) Update

Mr. Joseph Quinty of SFRTA introduced this agenda item. He explained that the project is in full swing, as the notice to proceed was issued shortly after the last PTAC meeting. Mr. Quinty noted that a summary of all TDP tasks and a project schedule were included in the meeting packet. He mentioned those tasks he thought were most noteworthy, including the rider survey, feeder bus analysis, station location and performance analysis, updated and detailed capital projects list, and an operations simulation for the South Florida Rail Corridor.

Mr. Quinty stated that a key element in the early stages of the TDP Minor Update is a review of the project's goals and objectives. Mr. Quinty explained that the project team had grappled with how to get input on revising the goals and objectives. He said that instead of drafting a new list of revised goals and objectives for the committee's review, it was decided to distribute the goals and objectives from last year's TDP Minor Update. Mr. Quinty asked committee members to review the old goals and objectives and recommend any changes or revisions to him via e-mail in the coming weeks. He then turned the presentation over to Mr. Michael Moore of Gannett Fleming to provide additional details on some of the key project tasks.

Mr. Moore explained the station criteria task by noting that Tri-Rail does not have a standard station location or performance criteria. In Gannett Fleming's work thus far, Mr. Moore said that seven other commuter rail systems had been identified that do have such criteria, and work on developing proposed standards for Tri-Rail is underway. Mr. Moore commented on the rail simulation task, explaining that an operational model is being developed. It is hoped that this model can help evaluate train performance and potential service changes, including skip stop or express trains. Mr. Moore stated that he thought findings for the station related task could be brought back to the committee in the next month or two, but the simulation would be ready near the project's completion over the summer.

Mr. Moore then talked about the on-board survey task, which was conducted on March 15. He explained that every train was covered that day, with 200 temporary workers (along with Gannett Fleming and SFRTA staff) used to make it possible. Mr. Moore commented that despite some train delays he was pleased with the outcome of the survey. The data is still being processed and summarized, with a detailed report of the findings to follow in the months ahead. Mr. Moore stressed the importance of the origin-destination component of the survey, as this data will be used to support the SERPM model and contribute to other regional transit studies.

Mr. Weidner asked if March 15 was in the middle of a rough period for Tri-Rail. Mr. Moore responded that it was in the middle of the CSX tie replacement period, but the survey date was planned for one of the off days for the tie replacement work crews. Mr. Glickman asked if this was a Tri-Rail centric TDP, and wondered when the TDP will reflect the SFRTA Strategic Plan and other regional activities. Mr. Cross replied that it was a conscious effort to make this TDP Minor Update a focus on the existing Tri-Rail system. Mr. Cross explained that he viewed this TDP as the first half of a major TDP Update

to be completed in 2008. That major update would include the Strategic Plan's findings and other regional elements beyond Tri-Rail. Mr. Weidner commented that he thinks this year will an exciting one for the evolution of SFRTA beyond just Tri-Rail, citing the vanpool program and other regional efforts.

I2. - <u>INFORMATION</u>: SFRTA Strategic Regional Transit Plan

Mr. Quinty briefly introduced this agenda item, stating that much technical work has been done for the project since it was last presented to the PTAC. He then turned the presentation over to Ms. Cassandra Ecker of Carter & Burgess. Ms. Ecker encouraged committee members to rearrange the tables in a workshop format, so that everyone got a close look at the many maps and graphics that were produced. The committee obliged, and the remainder of the agenda item was conducted in a workshop format.

Ms. Ecker distributed spreadsheets showing raw data and scoring/rankings for all of the corridors evaluated in the study's Tier I. She provided an overview of all maps and charts on display, and explained the study's status in relation to the project schedule. Ms. Ecker noted that the preliminary corridor alternatives were developed as a result of the major trip flows that have been identified. She also pointed out two new maps for the committee's review that show more flows across county lines. One of these maps shows trip flows with volumes of 5,000 to 10,000 trips, and the other shows flows between superzones (not just interaction between superzones and regional activity centers.) Ms. Ecker explained how all of the alternatives in Tier I scored, and gave a corridor by corridor description of the various criteria that affected their scores. She clarified to the committee that a one seat ride across county lines was the key to getting points for the "interjurisdictional" criteria. Ms. Ecker also described how the field will be narrowed down for the Tier II evaluation, and stated that Tier II will include the testing of alternative land use scenarios and will also involve the testing of combinations of corridors as a system.

Chairman Whitfield asked if the corridors were being compared relative to each other, not versus national new starts projects. Ms. Ecker confirmed that it was only a comparison within the region. Mr. Weidner asked how express bus fit into the evaluation, especially Miami-Dade Transit (MDT) express buses operating in the HOV lanes on I-95. Mr. Reed Everett-Lee of Carter Burgess responded that the MDT 95 X route is in the project's baseline alternative. Mr. Weidner stated that he would like to see express buses using the proposed managed lanes included in the baseline. Ms. Ecker commented that Alternative 30 E, currently Metrorail on Kendall Drive, will also be tested as bus rapid transit (BRT). Mr. Jonathan Roberson asked if the alternatives for commuter rail on the FEC assumed using new tracks or existing tracks. Ms. Ecker replied that all commuter rail alternatives assume the construction of two new tracks, but those assumptions could be changed. Mr. Roberson said that the FEC Shorter Line alternative would score even better if use the existing track was taken into account. He also asked about right of way assumptions for the BRT alternatives. Ms. Ecker stated that all BRT corridors were modeled as limited stop routes, and they did not assume taking a lane for an exclusive busway. Mr. Steinmiller asked for clarification of the scoring system, especially relating to capital costs. Ms. Ecker confirmed that a higher score was better, and that a high capital cost would result in a low score in that category.

Mr. Wilson Fernandez stated that Miami-Dade believes strongly in rapid bus, and feels that the mode has not been applied enough to the study's alternatives located in Miami-Dade County. He referenced a report produced by CUTR for the MPO which identified 11 BRT corridors for potential implementation. Some of the corridors suggested by Mr. Fernandez included Biscayne, Flagler, 137th Avenue, Douglas Road, and the FEC corridor. Ms. Maria Batista noted that the long range outlook for I-75 also calls for the inclusion of BRT. Mr. Fernandez followed up by stating that existing Miami-Dade plans in the western part of the county are lacking. He's looking for help in crafting better plans for the area, and hopes that this study can

help to address that. He and Mr. Zelaya agreed that although the areas to the east have higher densities, the west has a higher concentration of commuters. Mr. Everett-Lee commented that vanpools are working well to serve those western areas, due to dispersed travel patterns and low population and employment densities.

Mr. Fred Stubbs asked why some projects that received low scores were advanced, such as alternative 30E, which received only 16 points. Mr. Cross responded that some alternatives were carried forward to be tested as another mode, BRT rather than light rail, for example. Mr. Zelaya commented that he thought the study's proposed consolidation of rapid bus options in Broward County seems acceptable. Mr. Steinmiller asked how the projects would be incorporated into the Regional LRTP. Mr. Cross responded that the SFRTA Strategic Regional Transit Plan and its findings will be provided to SEFTC for its consideration in development of the transit element for the RLRTP. Ms. Ecker closed by noting that the findings for Tier II will be presented at upcoming PTAC meetings. She also instructed committee members to send any additional comments on the materials presented today to Mr. Quinty by Friday, April 27.

MONTHLY REPORTS
Action not required, provided for information purposes only.

OTHER BUSINESS

Mr. Quinty expressed the need for an additional PTAC meeting to be held in June. He cited the cancelled March PTAC meeting creating a backlog of agenda items and various SFRTA projects needing committee input in early summer as reasons for the additional meeting. After very brief discussion, there was consensus among committee members that a PTAC meeting will be scheduled for June 20.

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

There were no Executive Director Reports/Comments at this meeting.

PTAC MEMBER COMMENTS

There were no additional member comments.

ADJOURNMENT

The meeting was adjourned at 12:40 pm.

AGENDA ITEM NO. I1

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: MAY 16, 2007

INFORMATION ITEM REPORT

☐ Information Item ☒ Presentation

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PERFORMANCE MEASURES EVALUATION

SUMMARY EXPLANATION AND BACKGROUND:

Since late last year, SFRTA staff has been working with Kittelson and Associates on a revised Performance Measures Evaluation for SFRTA operated services. This item was presented at the November 30, 2006 PTAC meeting, where the peer review portion of this exercise was submitted to committee members. A draft list of performance measures to be used as part of the study was also presented at that time.

The project is now substantially complete and its findings will be shared at the May 16, 2007 PTAC meeting. The Performance Measures Evaluation findings will be incorporated into the SFRTA TDP Minor Update, to be completed this summer.

The attached slideshow contains the basic findings of the Performance Measures Evaluation. Ms. Kathryn Coffel of Kittelson and Associates will present this item.

EXHIBITS ATTACHED: Performance Measures Slideshow Presentation

Tri-Rail
Performance Measures

Presentation to PTAC: May 16, 2007

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

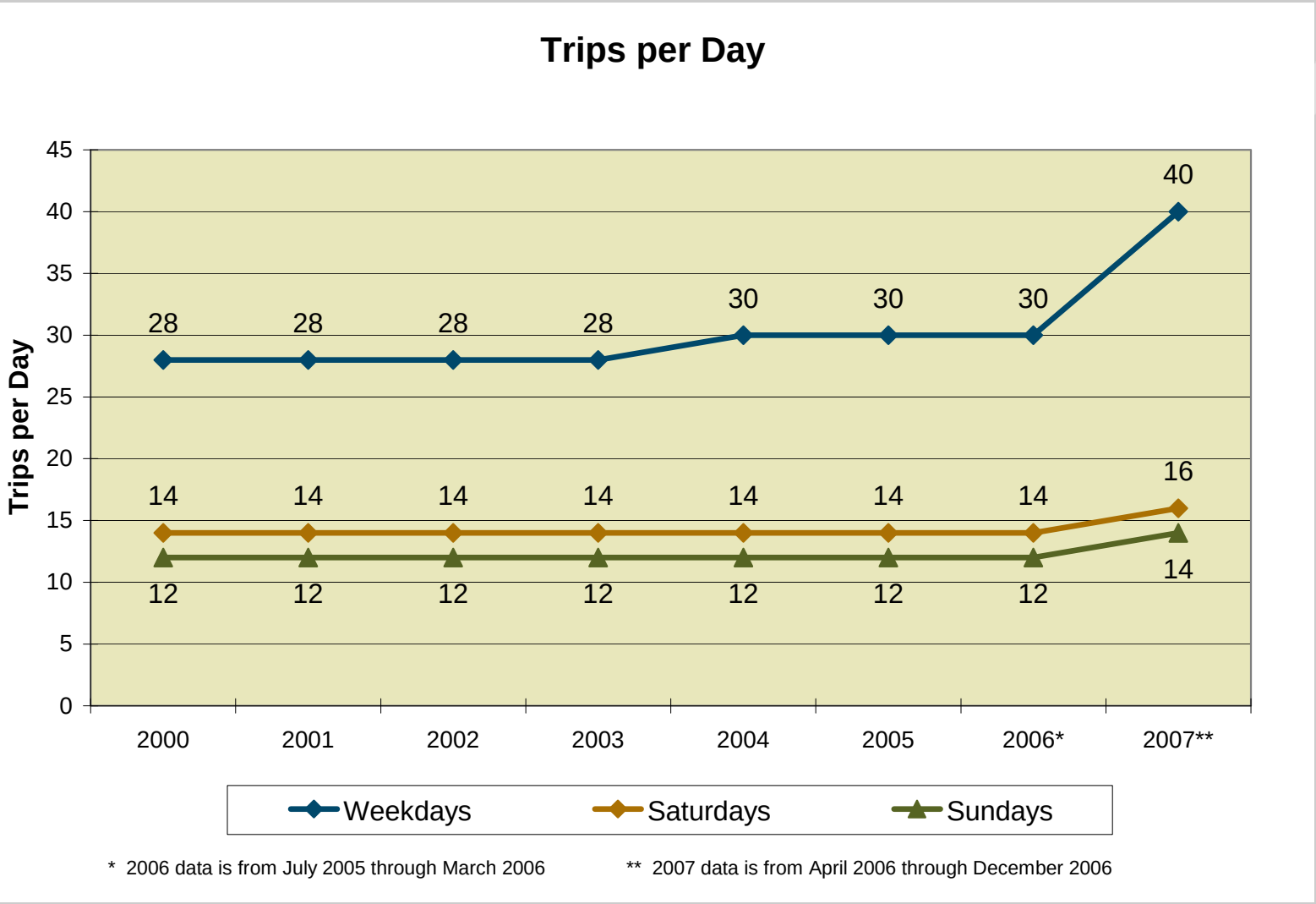
Tri-Rail Performance Measures

- **Introduction**
  - **Peer review conducted Fall ’06**
  - **Detailed Tri-Rail performance measures**
  - **Supports internal decision-making**
  - **Describes the regional benefits of Tri-Rail**

Tri-Rail Performance Measures

- **Data**
  - **Peer data were presented as annual totals**
  - **This is average weekday, Saturday, Sunday**
  - **Specific to rail**
  - **To capture effects of service change**
    - **FY06 is June 05 through March 06**
    - **FY07 is April 06 through December 07**

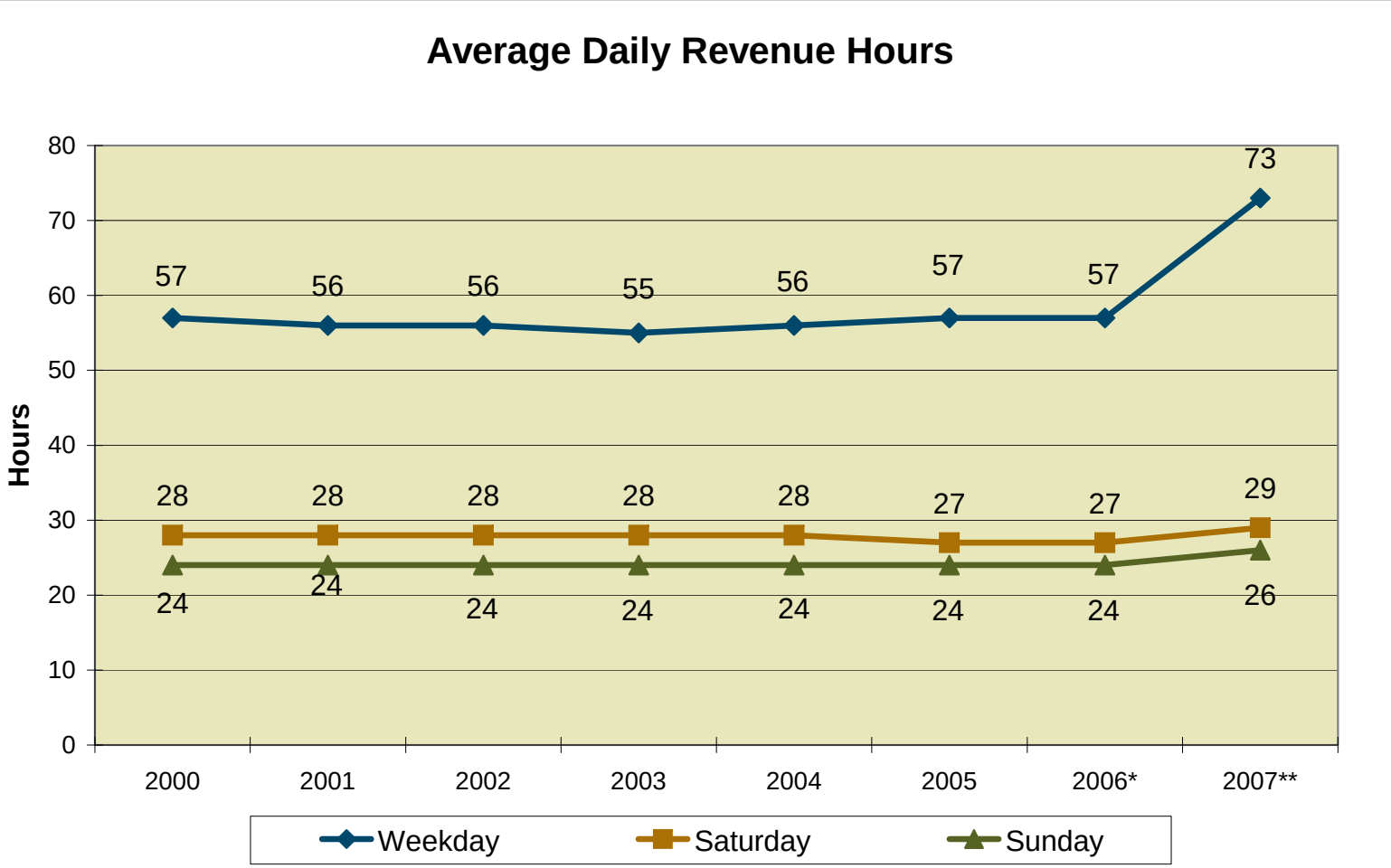
Tri-Rail Performance Measures



* 2006 data is from July 2005 through March 2006

** 2007 data is from April 2006 through December 2006

Tri-Rail Performance Measures



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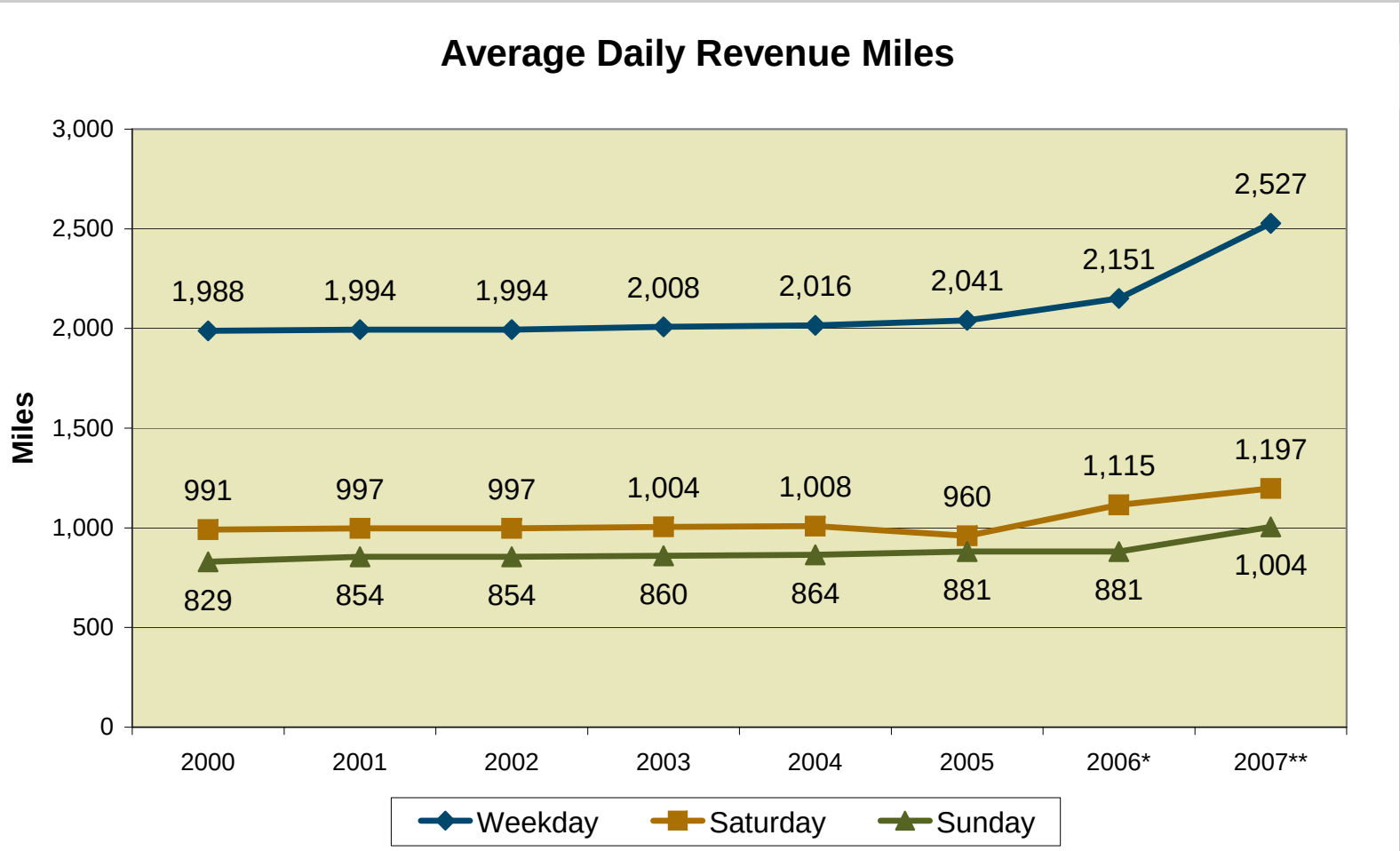
** 2007 data is from April 2006 through September 2006

Tri-Rail Performance Measures



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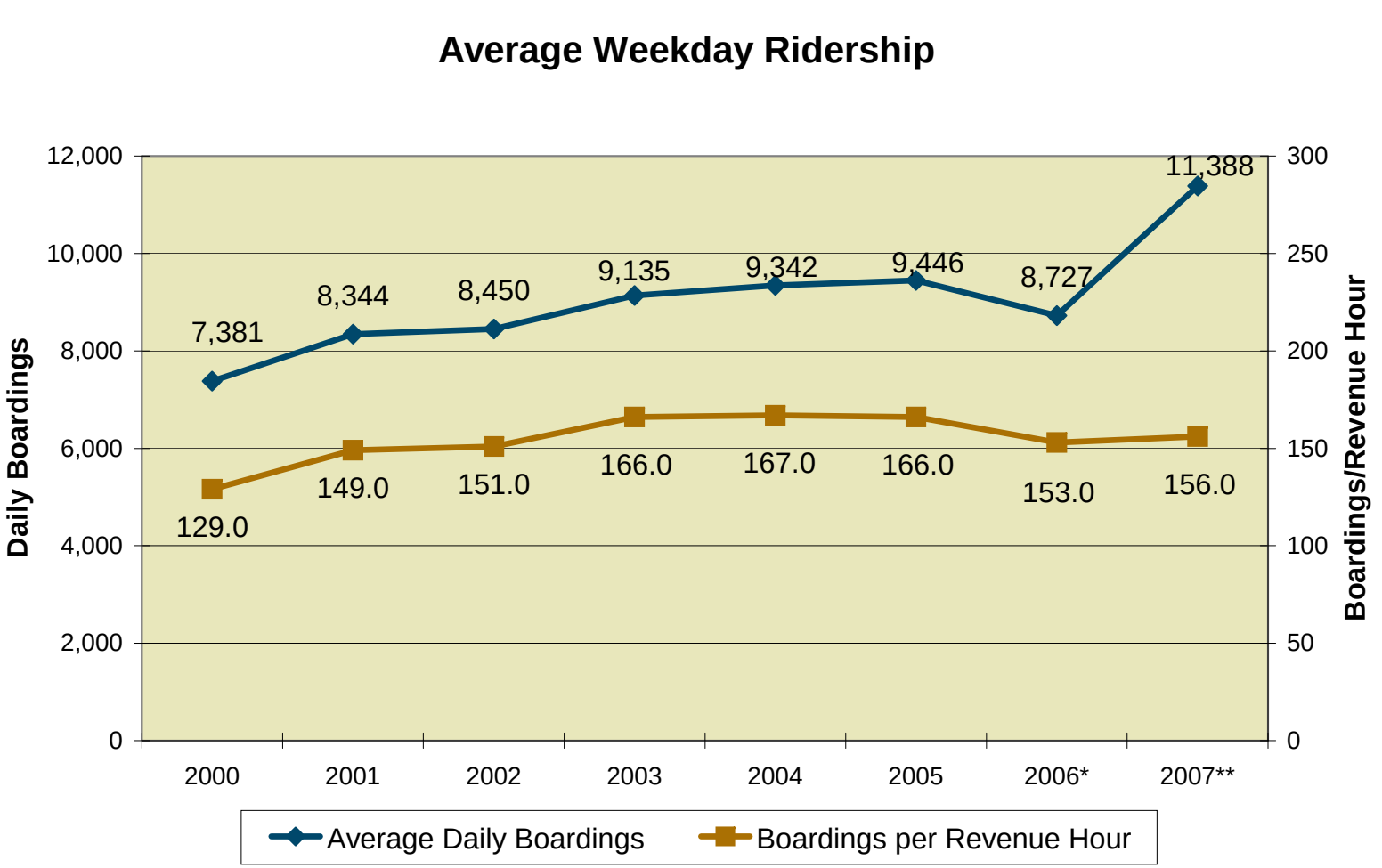

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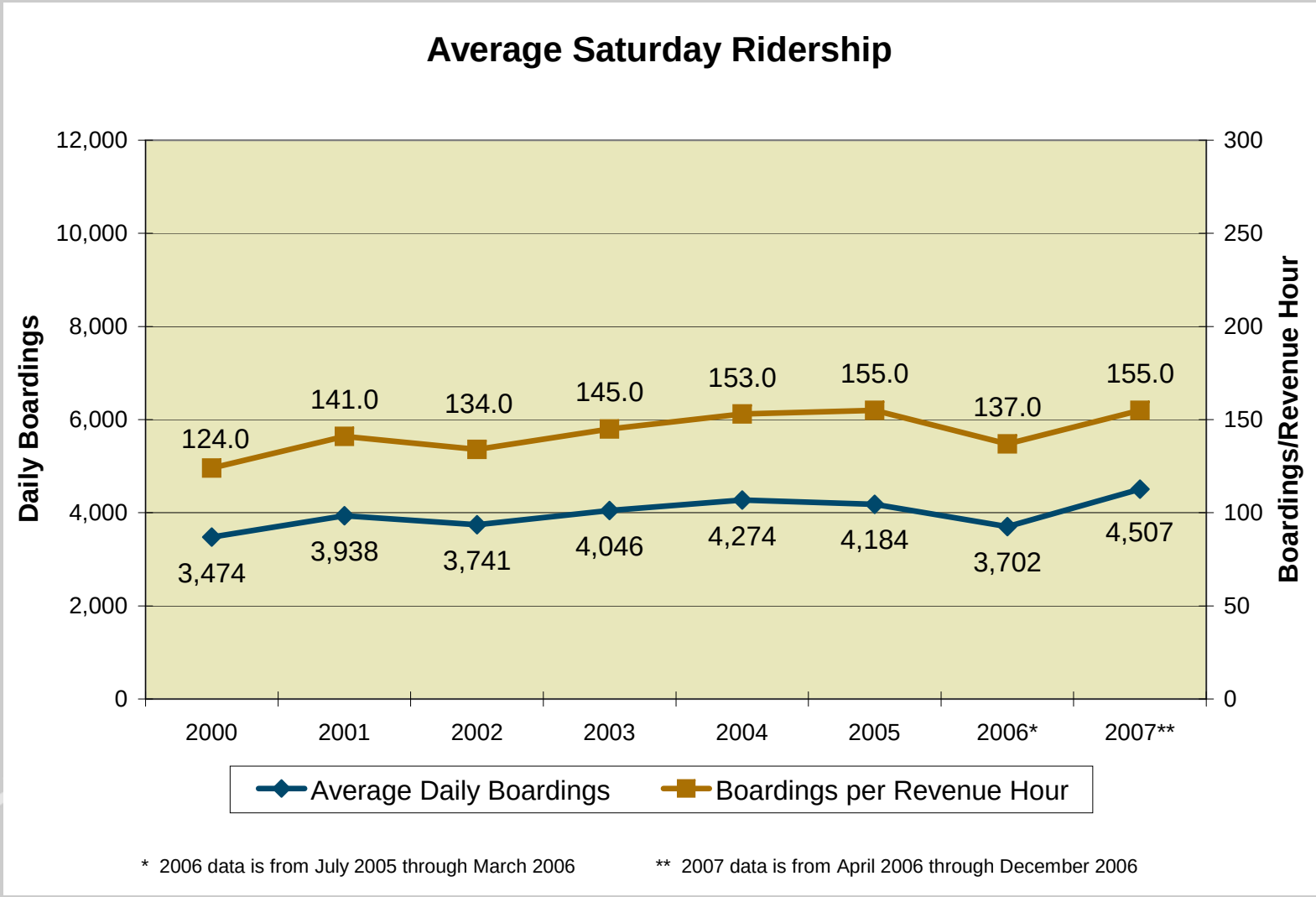

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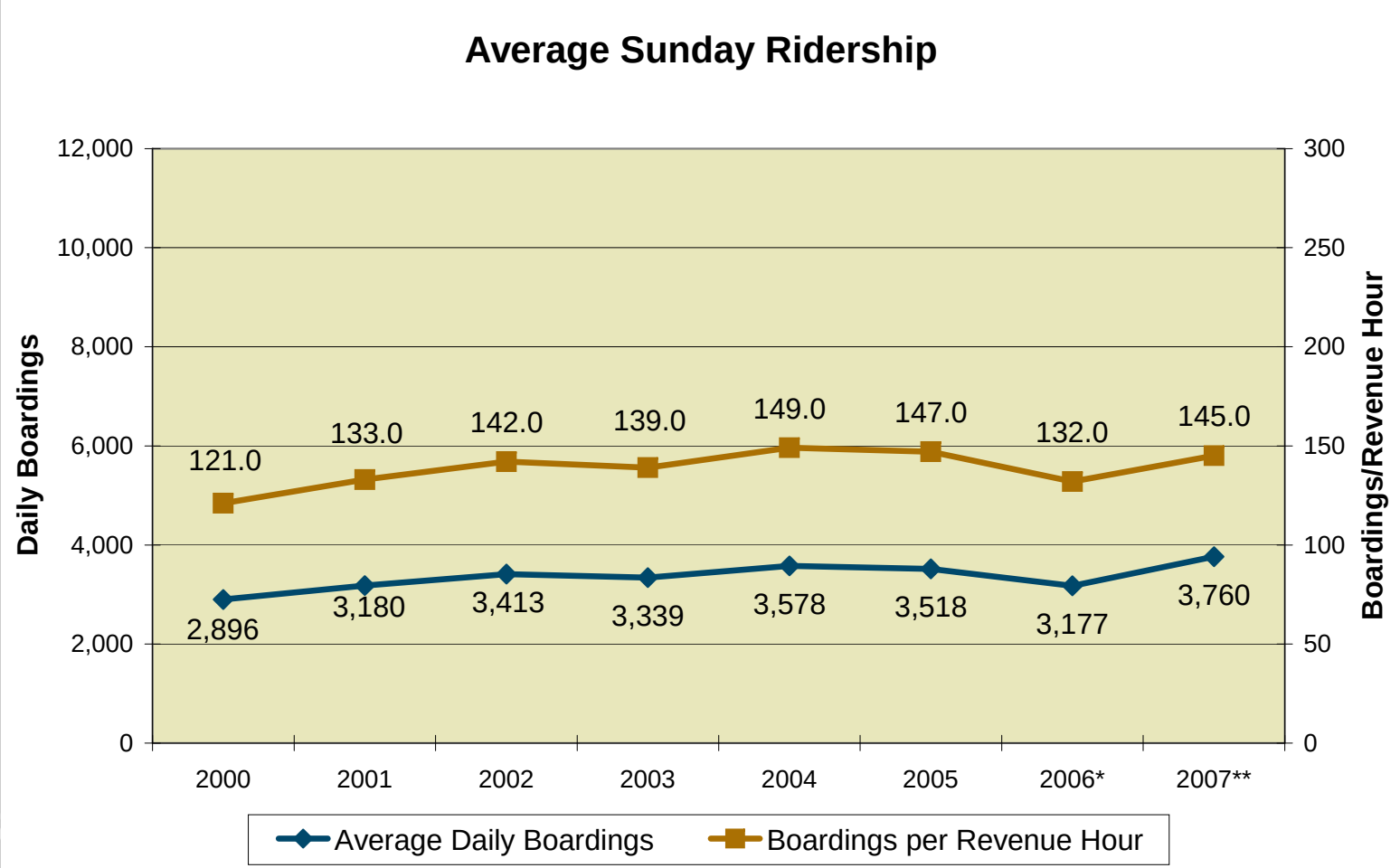

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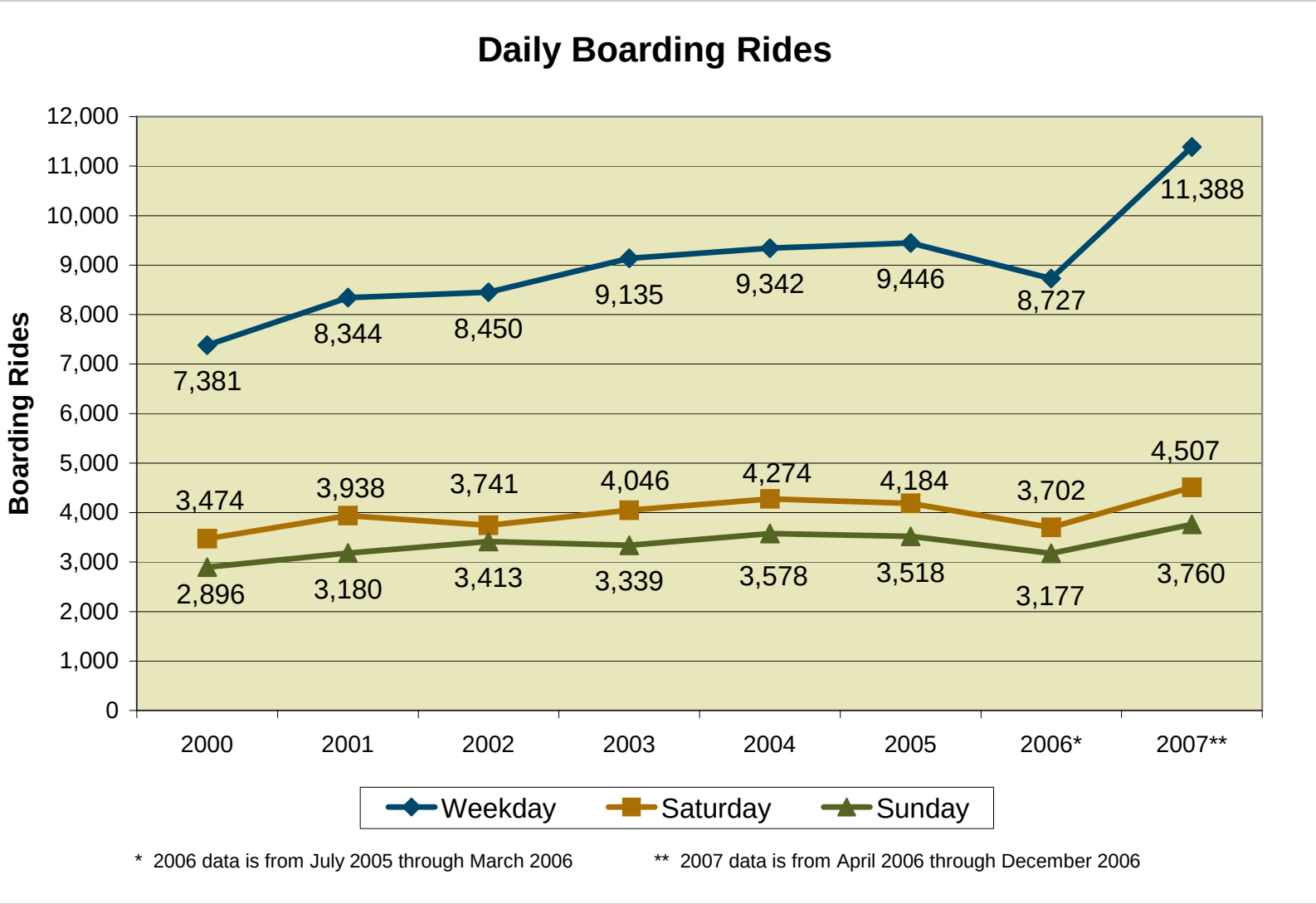

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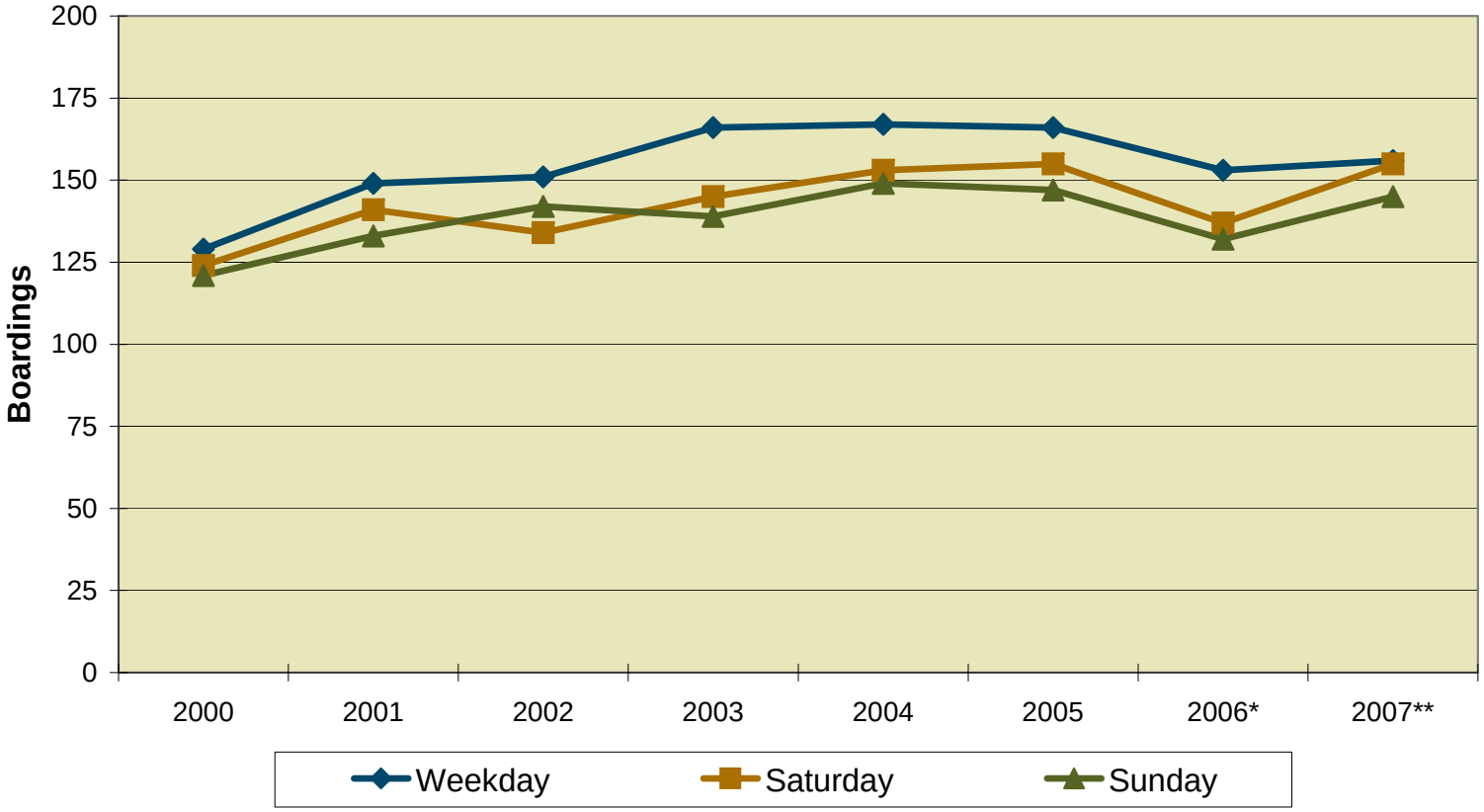

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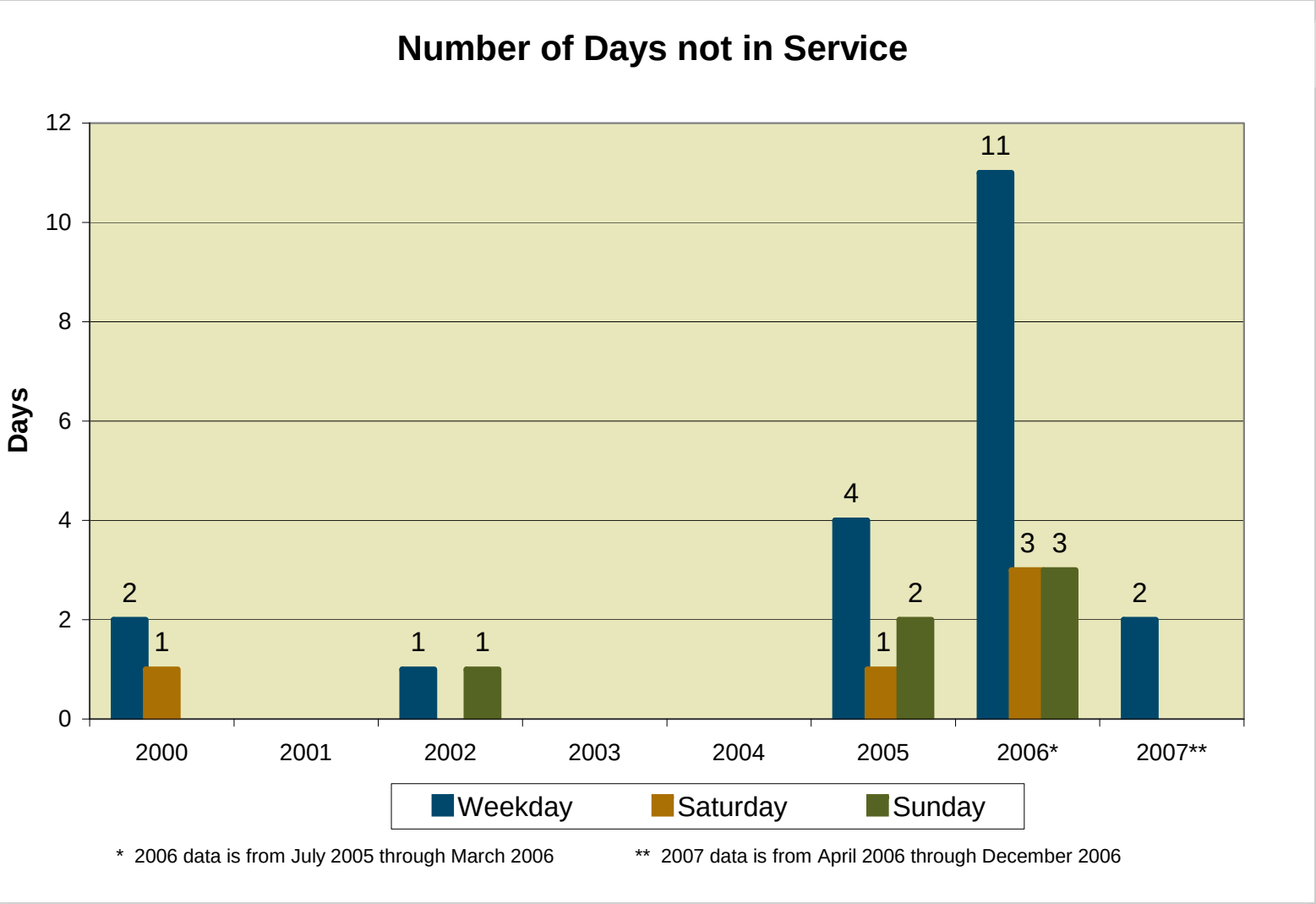

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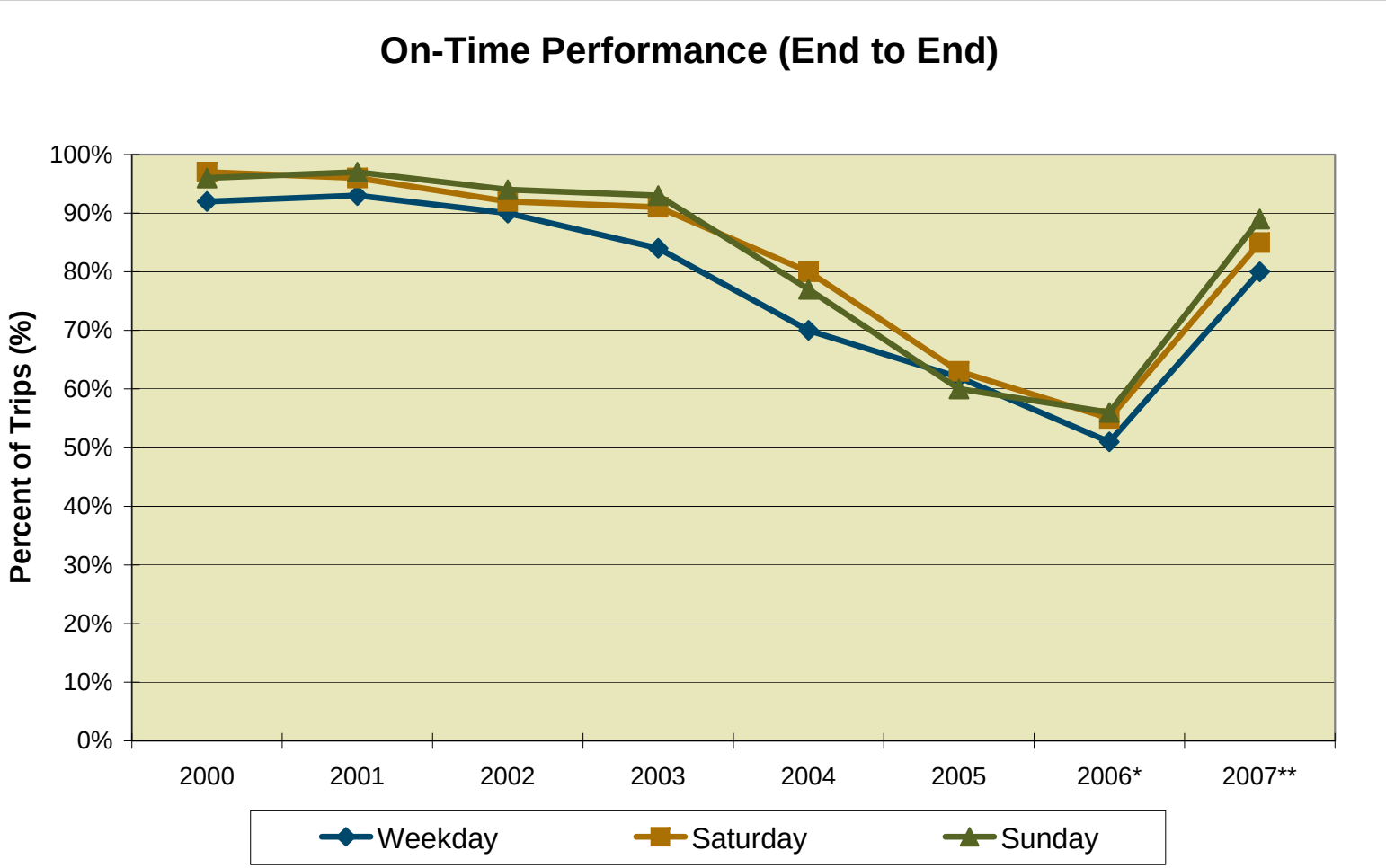

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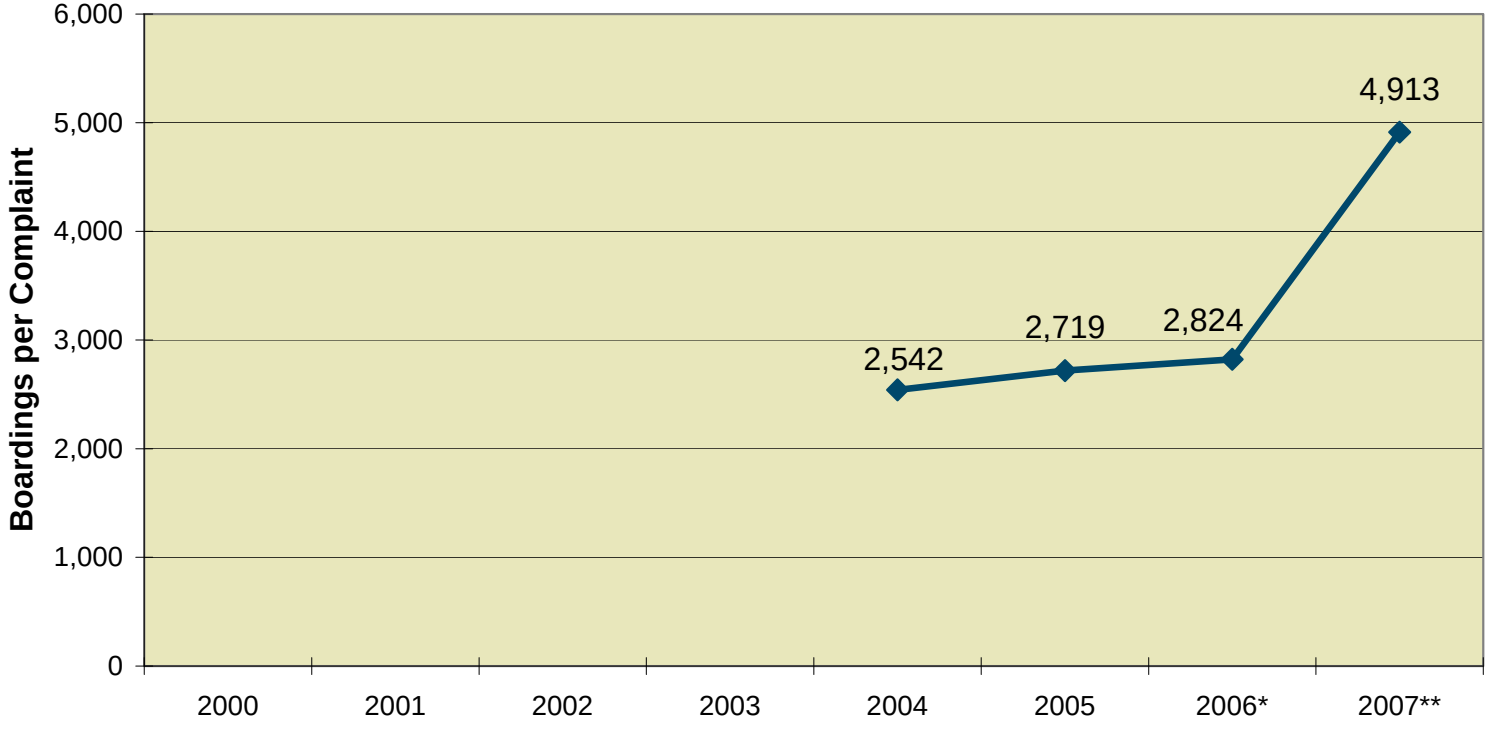

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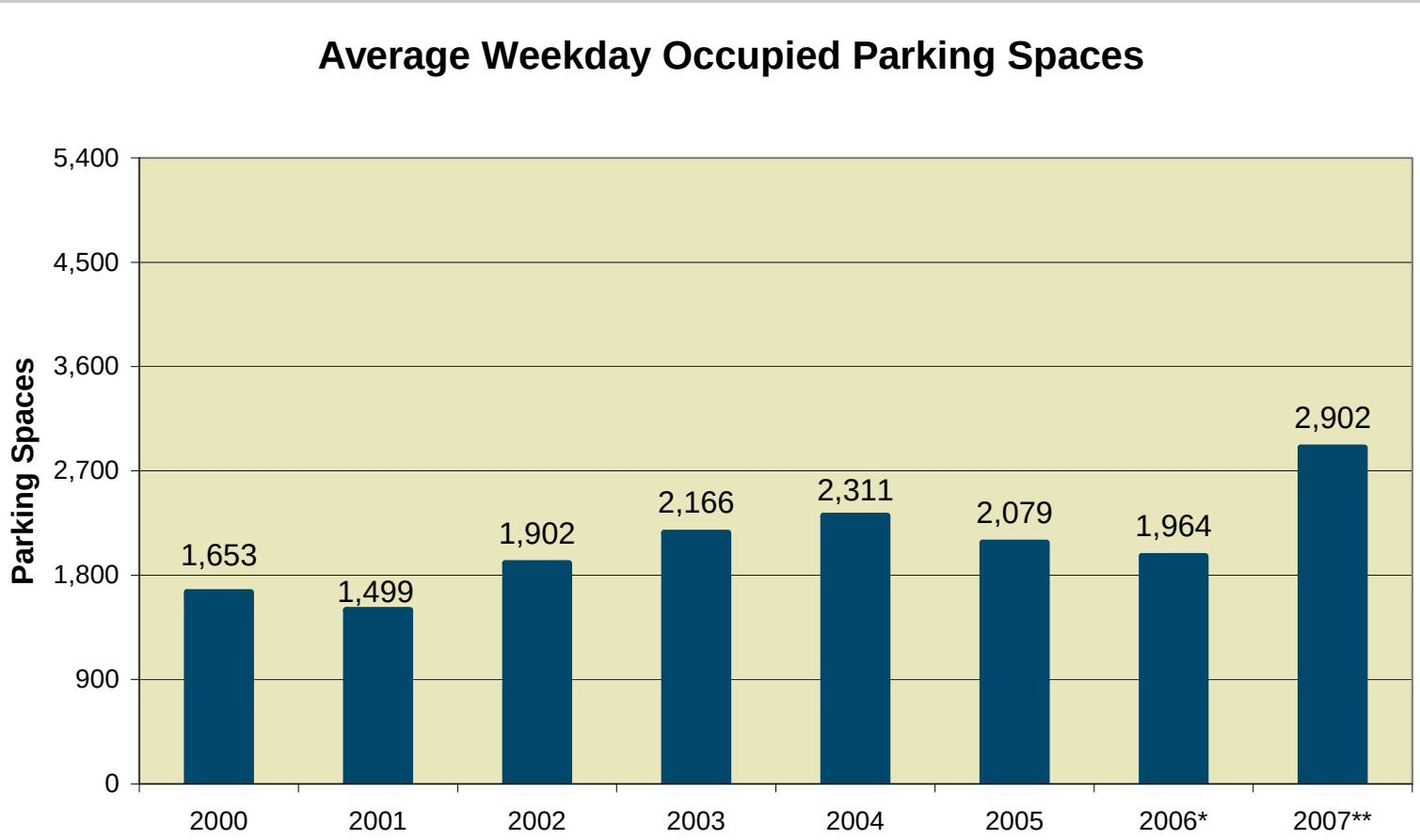

Source: FDOT

* 2006 data is from July 2005 through March 2006

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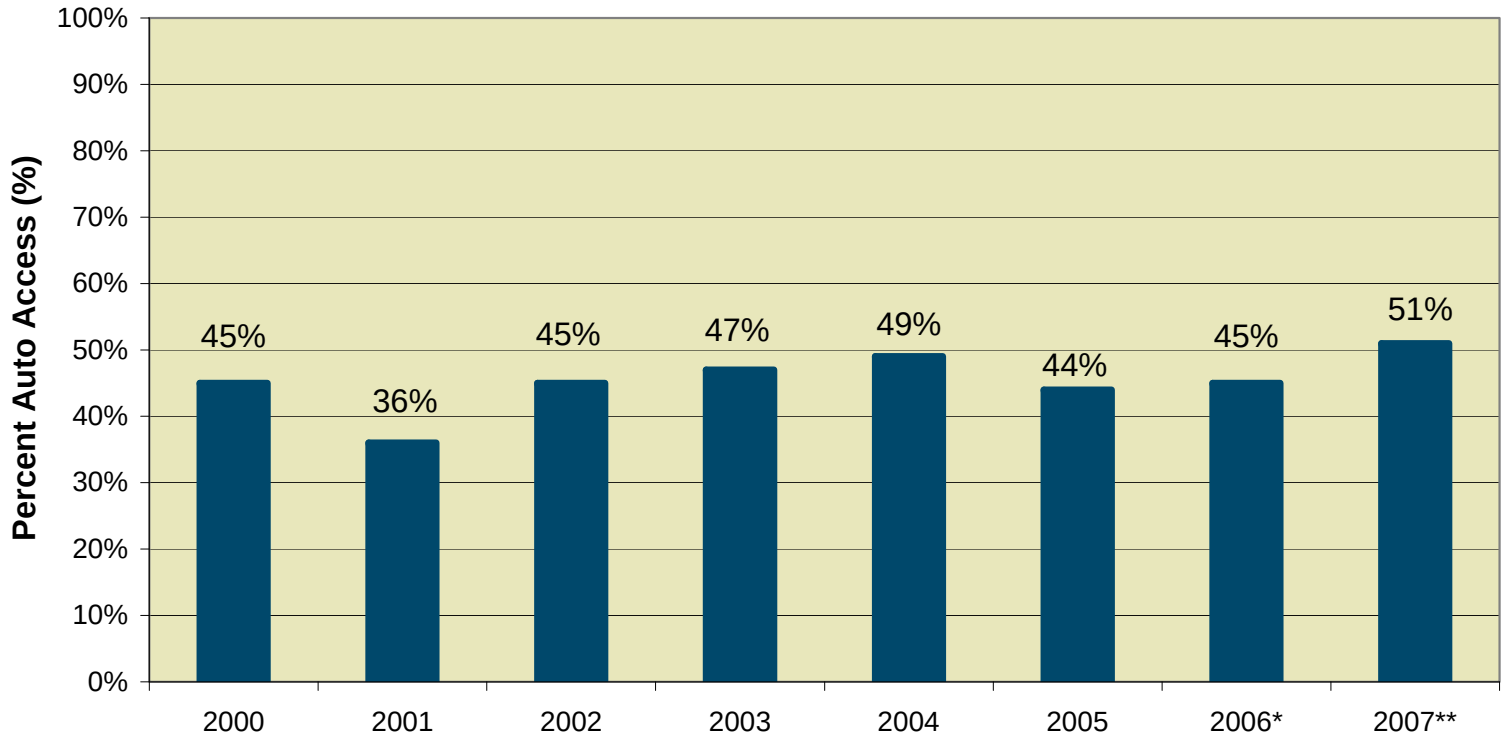
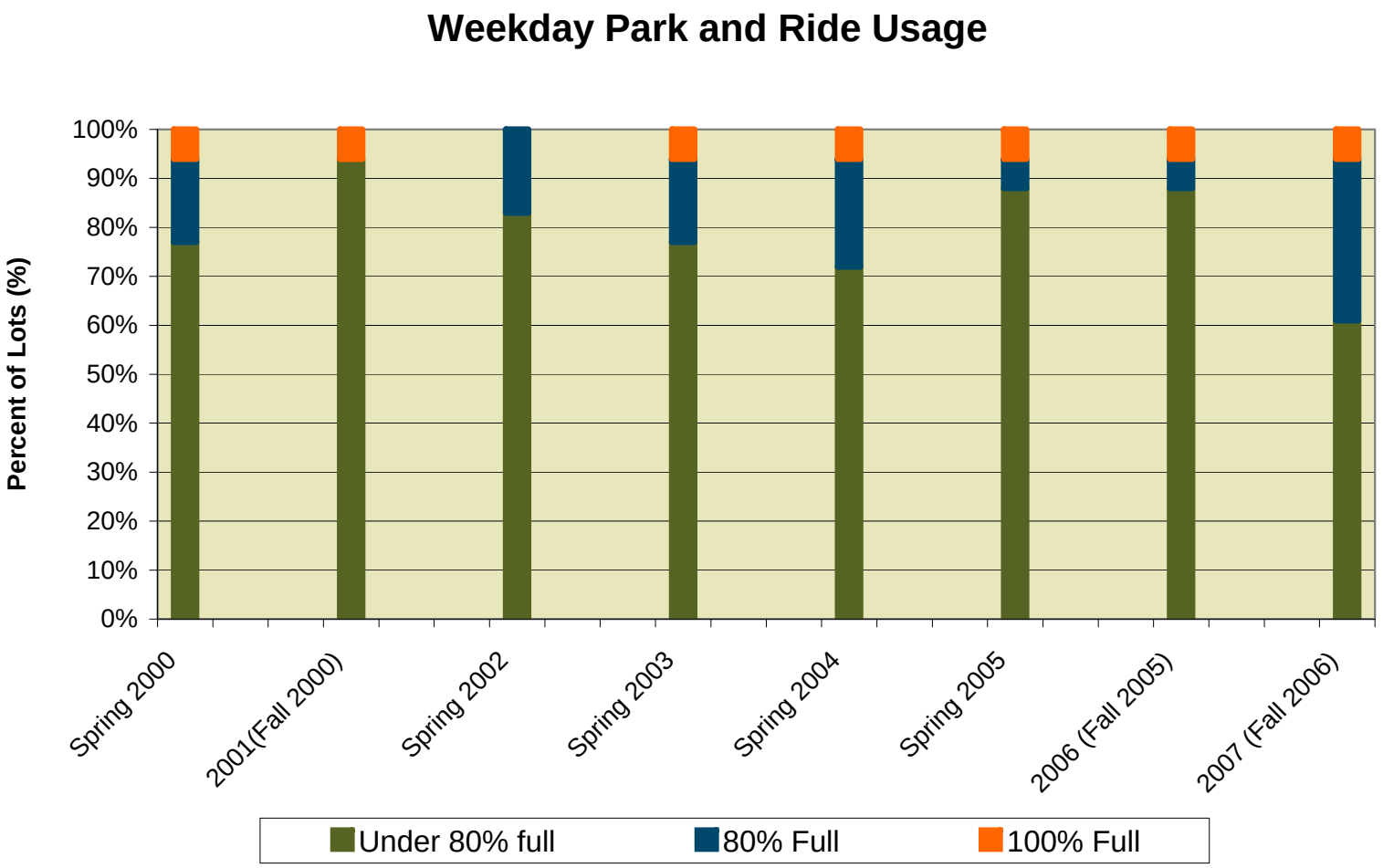
Tri-Rail Performance Measures



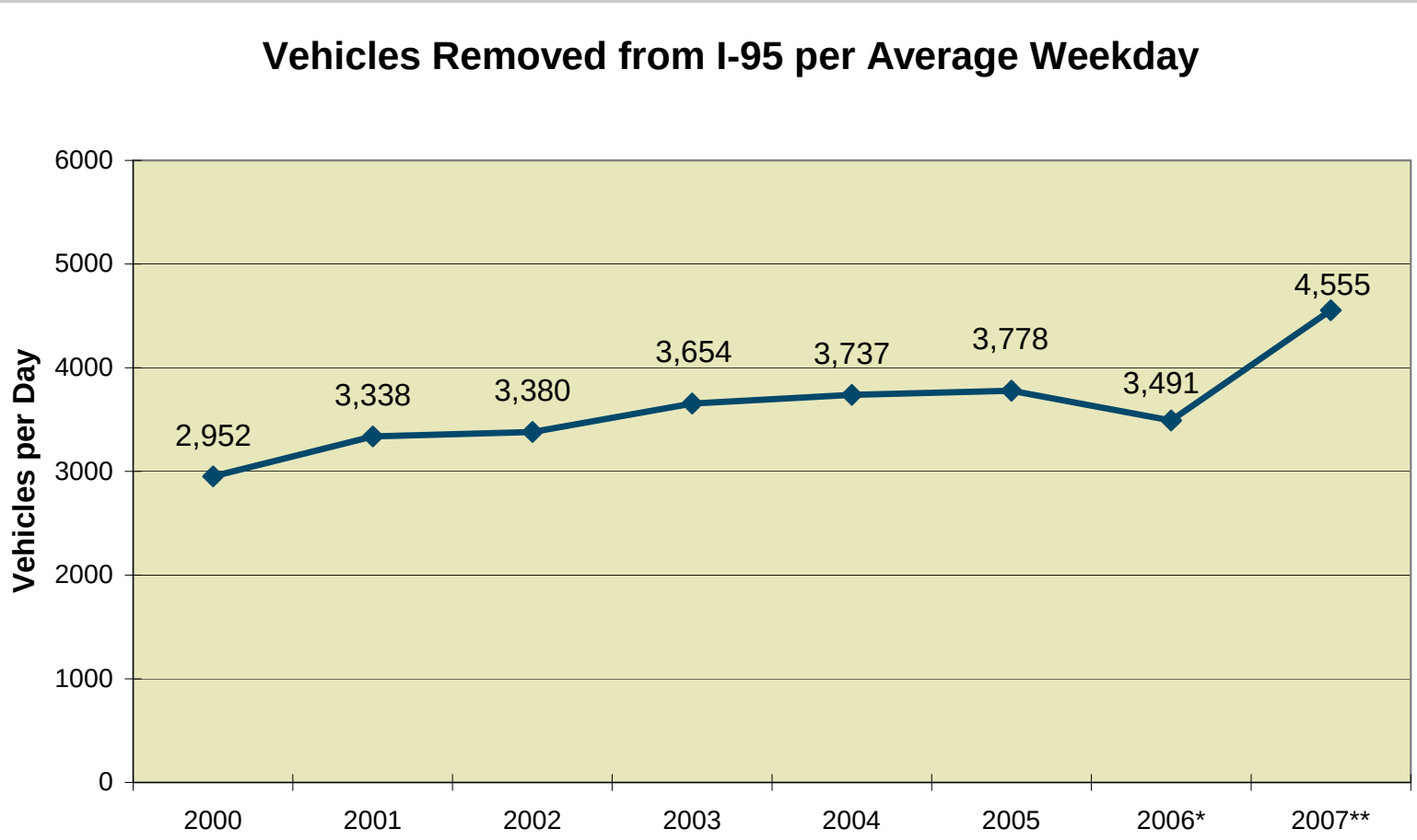
Calculation: weekday ridership / 2 trips per day / total occupied park and ride spaces
Source of park and ride lot usage data: FDOT
* 2006 data is from July 2005 through March 2006 ** 2007 data is from April 2006 through December 2006

Tri-Rail Performance Measures



Source: FDOT

Tri-Rail Performance Measures



Calculation: weekday ridership / 2 trips per day / 1.25 average auto occupancy

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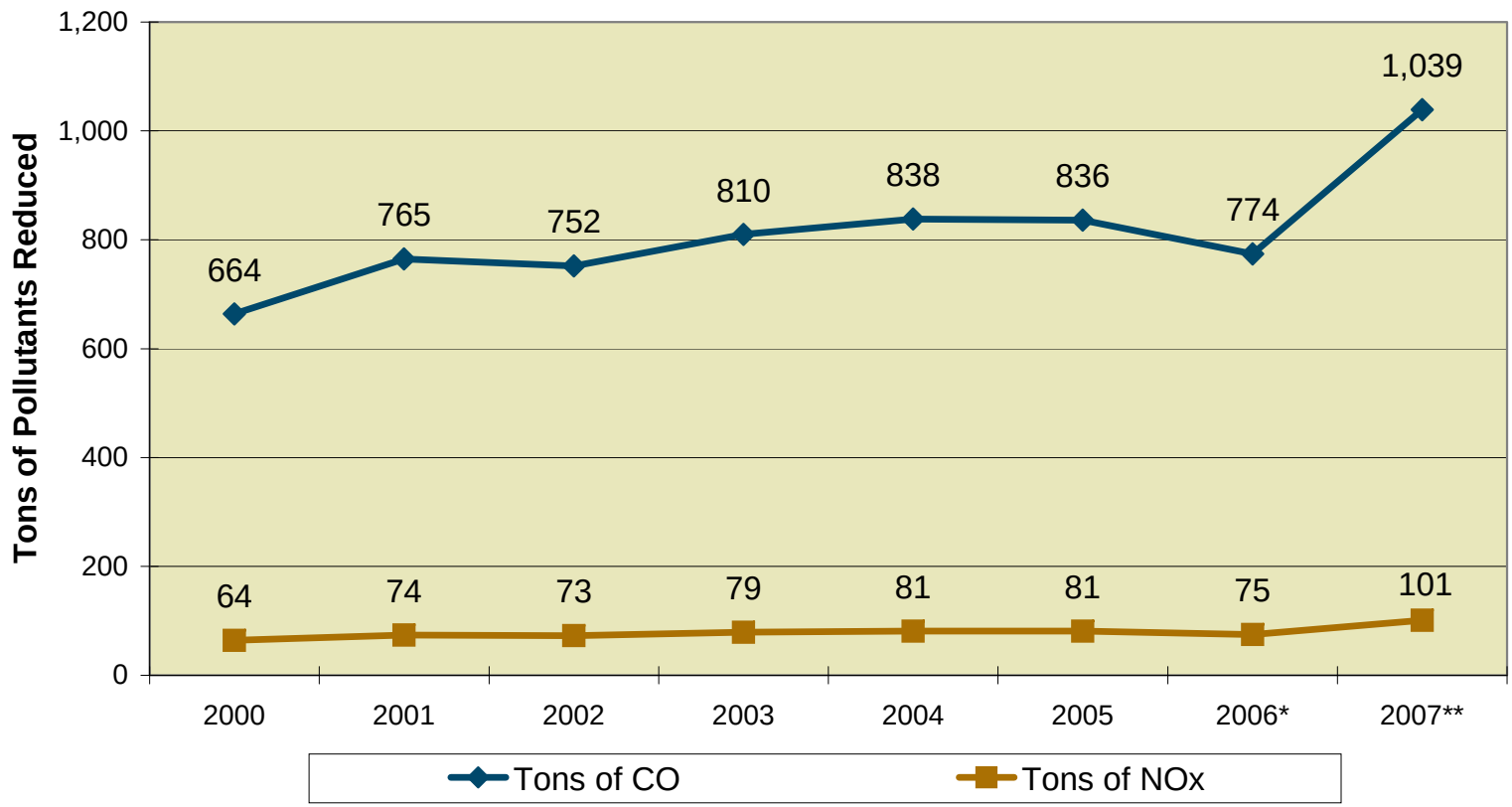
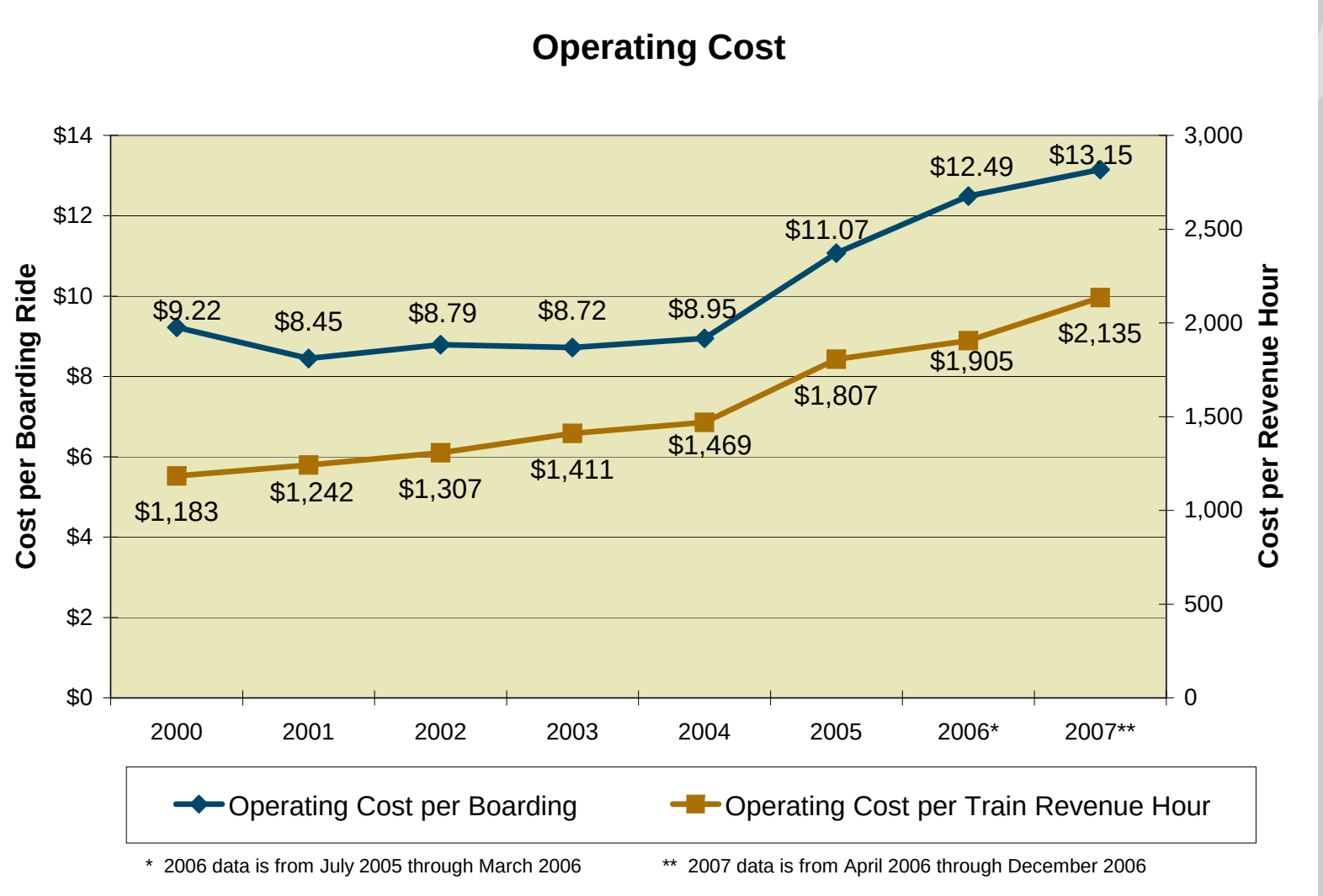
Tri-Rail Performance Measures



* 2006 data is from July 2005 through March 2006, annualized to 12 months for comparison purposes
** 2007 data is from April 2006 through December 2006, annualized to 12 months for comparison purposes

Tri-Rail Performance Measures

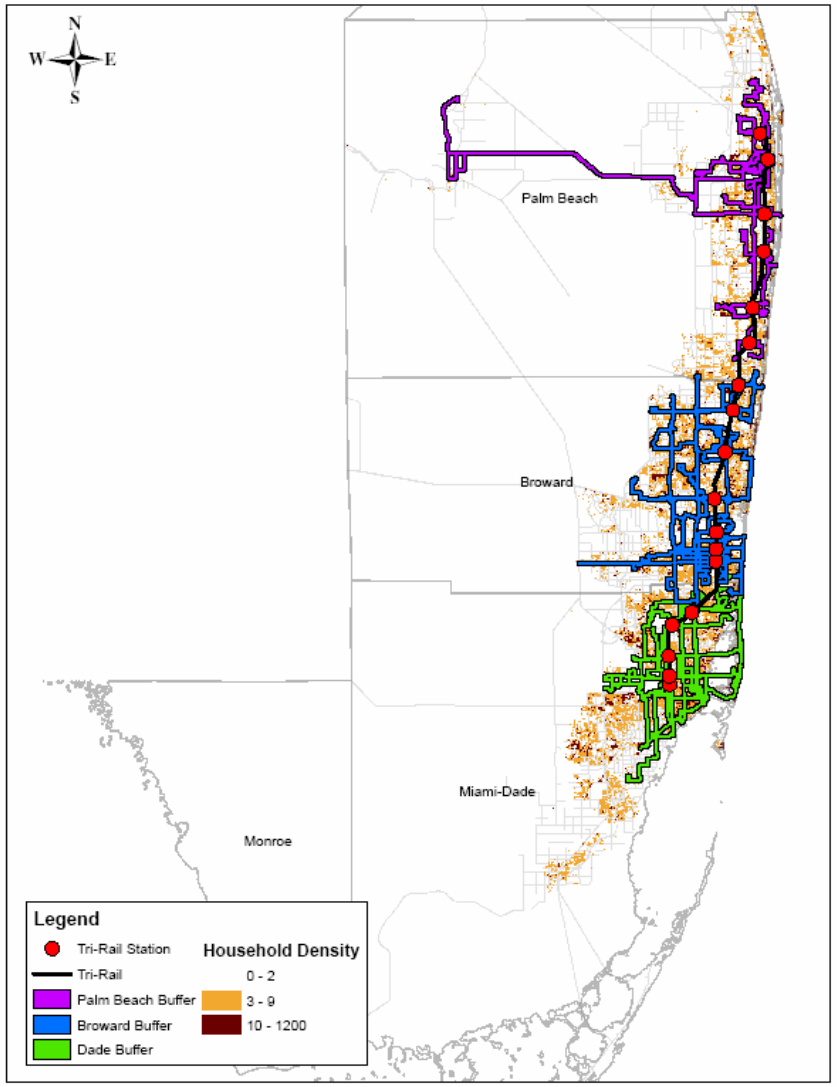


* 2006 data is from July 2005 through March 2006

** 2007 data is from April 2006 through December 2006

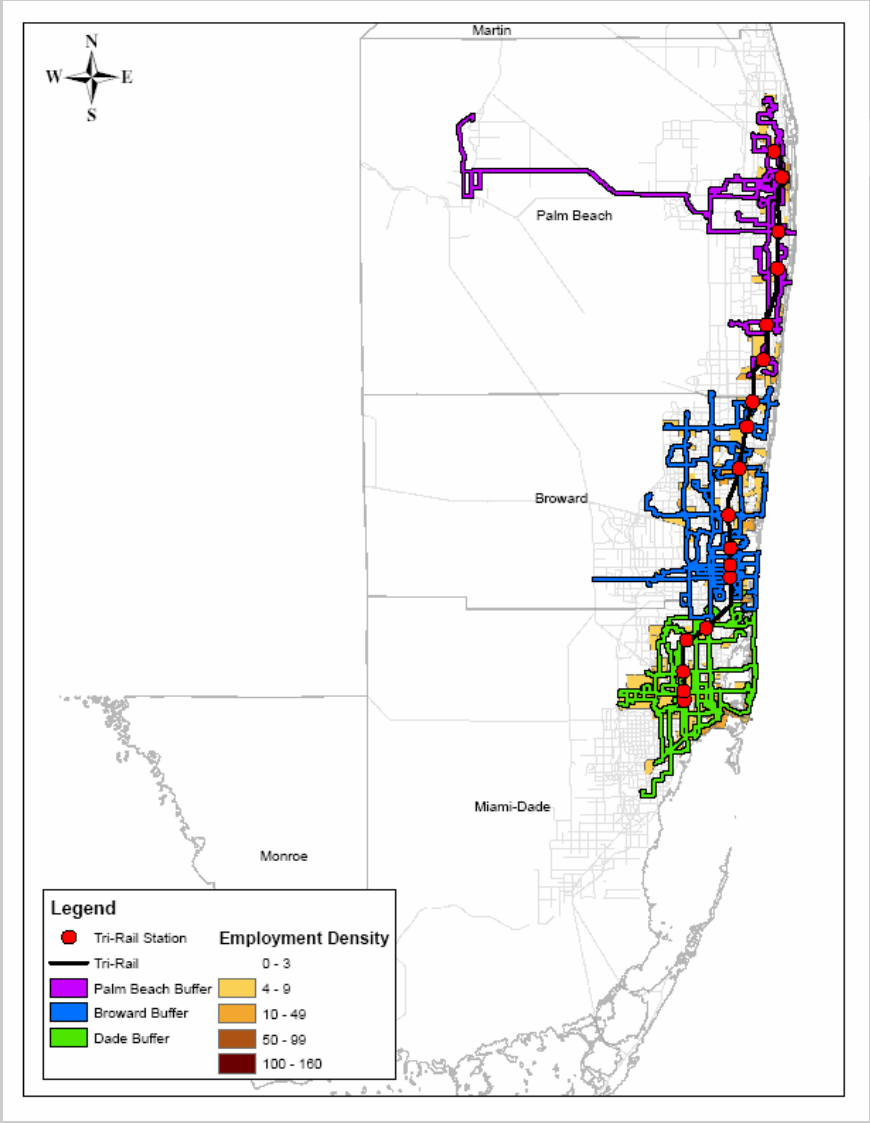
Tri-Rail Performance Measures

35% of the region with at least 3 dwelling units per acre is served by Tri-Rail and connecting bus service.



Tri-Rail Performance Measures

50% of the region (with at least 4 employees per acre) is served by Tri-Rail and connecting bus service.



Tri-Rail Performance Measures

Level of Service Ratings		
Average Weekday Rail Measures	**Fiscal Year 2007**	**LOS 2007**
1. Span of revenue service	18 hours	B
2. Frequency		
Headway peak (peak direction)	20 minutes	C
Headway peak (off-peak direction)	30 minutes	D
Headway off-peak (mid-day)	60 minutes	E
3. On-time performance, end to end	79%	E
4. Service Coverage		
% of population in service district with bus access to the station (within 1/4 mile)	35%	F
% of employment in service district with bus access to the station (within 1/4 mile)	50%	E
5. Auto vs. rail travel time	LOS A to C	A - C

LOS Ratings are based on TCRP Report 100

Tri-Rail Performance Measures

Travel Time Difference				
	Level of Service Rating			
	A.M. Peak		P.M. Peak	
Segment	North	South	North	South
Short Trips				
Boynton Beach(Gateway Blvd)- Pompano Beach(Sample Rd)	B	B	B	B
Pompano Beach(Sample Rd) - Fort Lauderdale(Broward Blvd)	B	B	B	B
Fort Lauderdale(Broward Blvd) - Fort Lauderdale Airport(Griffen/Stirling)	B	B	B	B
Fort Lauderdale Airport(Griffen/Stirling) - Golden Glades(SR 826)	B	C	B	B
Golden Glades(SR 826) - Opa-Locka(NW 79th St)	B	B	B	B
Opa-Locka(NW 79th St) - Miami Airport(SR 836)	C	C	A	C
Long Trips				
Boynton Beach(Gateway Blvd) - Fort Lauderdale(Broward Blvd)	B	B	B	B
Boynton Beach(Gateway Blvd) - Golden Glades(SR 826)	B	C	C	B
Pompano Beach(Sample Rd) - Miami Airport(SR 836)	C	B	B	C
End to End (within data area)				
Boynton Beach(Gateway Blvd) - Miami Airport(SR 836)	C	C	B	C

Tan shaded cells denote the peak travel direction

LOS ratings are based on TCRP Report 100

Tri-Rail Performance Measures

- **Conclusions**
  - **Strong positive public response to service increases**
    - **25% increase in weekday ridership over FY06**
    - **20% increase in Saturday ridership over FY06**
    - **18% increase in Sunday ridership over FY06**
  - **Effectiveness remains high:**
    - **Rides per hour increased over FY06, for each day**
  - **New ridership is increasing demand on Park-n-Ride**
  - **Additional connecting bus service is warranted**

Tri-Rail Performance Measures

- **Recommendations**
  - **Establish consistent monthly data collection**
  - **Incorporate TDP on-board survey findings**
  - **Conduct shuttle bus performance review**
  - **Continue to monitor the expanded measures shown in this report.**

AGENDA ITEM NO. I2

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: MAY 16, 2007

INFORMATION ITEM REPORT

☐ Information Item ☒ Presentation

95 EXPRESS MANAGED LANES

SUMMARY EXPLANATION AND BACKGROUND:

The Florida Department of Transportation (FDOT) is applying for federal funding from the United States Department of Transportation (USDOT) Urban Partnership Agreement (UPA) program to assist in implementation of their proposed "95 Express" program. 95 Express is a pilot program that would replace the existing High Occupancy Vehicle (HOV) lanes on I-95, from I-595 (Fort Lauderdale) to I-395 (downtown Miami), with "Managed Lanes." To meet UPA objectives of managing traffic congestion in major population centers, the 95 Express managed lanes will include:

- Tolling
- Transit (Bus Rapid Transit)
- Technology (Intelligent Transportation Systems (ITS)
- Telecommuting

Managed Lanes are express toll lanes separated from regular traffic lanes. 95 Express anticipates providing two managed lanes per direction south of Golden Glades interchange area and one lane per direction to the north. Express buses, vanpools, registered carpools, and emergency vehicles can use the lanes for free. All other vehicles may use the managed lanes for a toll that fluctuates during the day (congestion pricing) to ensure a 50 mph speed is maintained.

95 Express will generate a substantial revenue stream that will support project costs and potentially fund regional transit.

FDOT District Six had requested a letter of support from the South Florida Regional Transportation Authority (SFRTA) to submit with their UPA application to USDOT due April 30, 2007. This request was heard and granted at the SFRTA Board meeting on April 27, 2007. No such action is being asked of the PTAC, rather this item is being presented for informational purposes only.

EXHIBITS ATTACHED: 95 Express Frequently Asked Questions Brochure
95 Express Project Fact Sheet

95 EXPRESS
Project Fact Sheet

- South Florida has some of most congested traffic in nation – and it's getting worse! An estimated 291,000 vehicles per day travel on I-95 between the Golden Glades Interchange and I-395. This number is expected to grow exceeding 360,000 vehicles per day by 2030.

- FDOT is applying for federal funding from Urban Partnership Agreement program for ***95 Express,*** Managed Lanes pilot project on I-95**.**

- Program aims to manage congestion by focusing on **Four Ts – Tolling, Transit (Bus Rapid Transit), Technology (Intelligent Transportation Systems), and Telecommuting.**

- Managed Lanes provide new and enhanced mobility options for motorists and transit users on congested highways across the U.S.

- During the heaviest rush hour time, 91 Express lanes in Orange County, California, move twice as many vehicles than the general use lanes (1,600 vehicles per hour/per lane versus 800 vehicles per hour /per lane in a general purpose lane).

- Managed Lanes are **express toll lanes** with limited access points which generally operate at **50 miles per hour** and are separated from regular traffic lanes.

- *95 Express* buses, vanpools, registered carpools, and emergency vehicles use lanes for free, with excess space available for those willing to pay to use them. A portion of toll revenues will be used to enhance express bus services on the 95 Express lanes.

- Drivers can choose to use ***95 Express*** **when time is worth more than toll**.

- Lanes can **carry twice as many vehicles during rush hour traffic** and **reduce by half the time** for existing **express bus service** from Golden Glades Interchange to downtown Miami.

- Miami-Dade's transit service more reliable, putting **twice as many buses on road and cutting travel time in half.** Currently, express busses on I-95 account for 18% of the Person Throughput during peak periods. 95 Express lanes will improve travel conditions for motorists on the general purpose lanes by increasing express bus service and total person throughput during rush hour.

- Managed Lanes free up space in regular lanes as people choose them to save time.

- ***95 Express*** on I-95 will begin north of I-395 in downtown Miami and continue to I-595 in Fort Lauderdale.

- No need to widen highway – existing lanes and shoulder will be modified, from 12 feet to 11 feet, making **one additional lane in each direction**.

Public Affairs Program Office
4141 NE Second Avenue, Suite 101D
Miami, FL 33137
305-573-4455

95 EXPRESS
Project Fact Sheet

- New lane and existing HOV lane will be converted to Managed Lanes of ***95 Express*** and **separated from the regular lanes** by a barrier of plastic poles.

- There is not much advantage in time savings between the existing HOV and general purpose lanes south of the Golden Glades Interchange. ***95 Express*** lanes will maintain an average 50 MPH speed while also alleviating traffic on the general purpose lanes.

- Four regular lanes will remain in each direction, just as many as now.

- ***The 95 Express*** lanes meant for longer trips, with **five entry/exit points planned**
  - I-395
  - Between NW 103 & 119 Streets
  - Golden Glades
  - Between Ives Dairy Road and Hallandale Beach Boulevard
  - I-595

- Tolls will be paid electronically – **no stopping at toll booths**.

- Vehicles using ***95 Express*** must have a SunPass transponder.

- **Toll varies depending on amount of traffic** in lanes at that moment – called **congestion pricing**.

- Electronic message boards will display the **current toll being charged** and **real-time traffic information**.

- Widening I-95 no longer viable option.

- ***95 Express*** needed to accommodate projected population growth of nearly 50% by 2025.

- **Managed Lanes successful in other regions** – Orange County, San Diego and Houston.

- Miami-Dade County focus groups said **seventy-six percent of HOV and SOV drivers would use Managed Lanes** at least some of time.

- Pilot program **cost estimates vary from $90 million to $125 million**, depending on whether one or two Managed Lanes in each direction in Broward County.

- Pilot **program requires little construction** except alteration of the bridges at I-195 / SR-112.

- Part of system could be in place as early as 2008!

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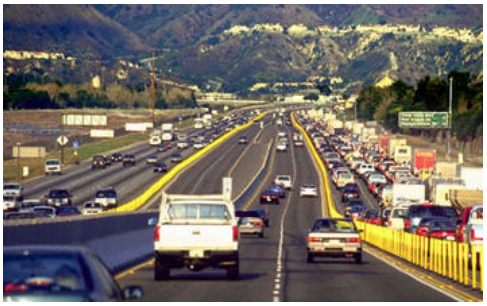
95 Express
Managed Lanes Pilot Program

FREQUENTLY ASKED QUESTIONS


INTRODUCTION

It's no surprise to people who regularly drive on I-95 that South Florida has some of the worst traffic congestion in the country – they experience it firsthand. Now the Florida Department of Transportation (FDOT) is planning to significantly reduce that congestion by introducing Managed Lanes with Bus Rapid Transit service on I-95, from I-395 in downtown Miami to I-595 in Broward County.

The Managed Lanes of the pilot project, ***95 Express,*** will carry twice as many vehicles during rush hour traffic as the regular lanes and reduce by half the time it takes for existing express bus service from the Golden Glades Interchange to downtown Miami.

The FDOT is applying for federal funding from the USDOT Urban Partnership Agreement (UPA) program to assist in implementing the ***95 Express.*** The pilot project meets UPA objectives of managing traffic congestion in major population centers by incorporating the **Four T's:**

- **Tolling**
- **Transit (Bus Rapid Transit)**
- **Technology (Intelligent Transportation Systems)**
- **Telecommuting**

Unlike the major effort envisioned in a previous FDOT study for managed lanes on I-95, ***95 Express*** will require very little construction, which means it can become operational relatively quickly and without enormous cost.

What are Managed Lanes?

Managed Lanes are express toll lanes, separated from regular traffic lanes that express buses can use for free. Drivers can choose to use them when their time is more valuable than the toll they might pay. Tolls in the Managed Lanes will fluctuate in order to keep vehicles moving at 50 miles per hour.

What are the benefits of Managed Lanes?

Managed Lanes provide a new choice for consistent and dependable travel conditions during rush hour. South of the Golden Glades Interchange, I-95 carries over 290,000 vehicles per day, with traffic volumes expected to exceed 360,000 vehicles per day by year 2030. It is cost prohibitive to widen the corridor, so congestion management strategies must be explored. The ***95 Express*** will provide roughly three lanes of additional capacity in each direction on I-95 without widening the highway at all.

What is the need for this project?

I-95 between Miami and Fort Lauderdale is one of the most heavily traveled highways in the nation. Its HOV lanes no longer provide much of a time savings over general travel lanes south of the Golden Glades. Lanes of ***95 Express*** will maintain an average speed of 50 miles per hour, at the same time alleviating traffic congestion on the general use lanes.

Why do we need this now?

New census data ranks South Florida as one of the top ten metro areas for population growth in the nation over the last six years. With employment and population estimated to grow more than 30% by 2025, South Florida will continue to face challenges from traffic congestion, particularly on I-95. Managed Lanes will provide increased capacity for travelers with enhanced express bus service, and will encourage more carpooling, particularly during peak travel periods.

How will *95 Express* benefit bus riders?

Express bus riders on I-95 account for 18% of travelers during peak periods. The ***95 Express*** will make Miami-Dade's transit service more reliable for its users at no extra charge. Currently, express buses operate every five minutes during peak periods from the Golden Glades Interchange to downtown Miami, with a travel time of approximately 30 minutes, and there is great demand for this service. Managed Lanes will increase its frequency, in effect putting twice as many buses on the road and cutting travel times in half. Bus service across the county line will be seamless, eliminating the need for transfers. The result will mean improved travel conditions for motorists and transit users on I-95.

Will all vehicles have to pay to use *95 Express*?

Buses will use the lanes for free, as will emergency vehicles. Vanpools and *registered* carpools carrying three or more passengers can also use them without paying a toll.

Where will the Managed Lanes of *95 Express* be put into operation?

The system will run on I-95 from I-395 in downtown Miami all the way north to I-595 in Fort Lauderdale.

Will there be a lot of construction on I-95 to accommodate the system?

There is no need to widen the highway to put ***95 Express*** into operation. To create a new lane in each direction, existing lanes and shoulders will be modified from 12 feet wide to 11 feet, with the exception of the outside lane which will stay at 12 feet to accommodate trucks. The new lane plus the existing HOV lane will be converted to Managed Lanes. The existing four regular travel lanes in each direction will remain. The only construction necessary will be to alter the bridges at I-195.

How will vehicles using *95 Express* be separated from traffic in the regular lanes?

The Managed Lanes of ***95 Express*** will be separated from regular lanes south of the Golden Glades Interchange by a barrier of plastic poles similar to those used for other facilities across the U.S.

How is the toll determined?

The amount is set by a system called **congestion pricing**. Computers monitor the lanes, so the price paid goes up or down depending on how much traffic is using them at that moment.

If the price varies, how will drivers know how much it will cost to use *95 Express?*

Electronic message boards similar to those already on I-95 will display the current toll being charged as well as real-time traffic information. With **congestion pricing,** the toll will be higher during peak periods when the lanes have a lot of vehicles in them, and lower during non-peak periods.

What will the prices be?

The exact amount has yet to be determined but will be similar to what other Managed Lanes programs across the U.S. currently charge per mile, ranging from 15 cents during non-peak hours, to possibly $1.00 during peak periods.

Will there be toll booths?

There will be no stopping to pay at toll booths as ***95 Express*** will be SunPass compatible. All tolls will be paid by SunPass transponders, so all vehicles using ***95 Express*** must have them.

SUNPASS® PREPAID TOLL PROGRAM

How can vehicles access *95 Express*?

The Managed Lanes of ***95 Express*** are express lanes, so they are meant to be used for longer trips. On I-95 between Miami and Fort Lauderdale there now five proposed entry/exit points:

- I-395
- Between NW 103 and 119 Streets
- Golden Glades
- Between Ives Dairy Road and Hallandale Beach Boulevard
- I-595

At those points there will be about 1000 feet of roadway with no poles forming a barrier, so vehicles will be able to enter or exit.

Wouldn't it be better to widen I-95 so there wouldn't be a need for tolls?

That used to be the solution for reducing congestion, but it wouldn't keep pace with South Florida's explosive growth. Further widening would encroach on existing neighborhoods and waste the millions already spent on noise-reduction walls and a pedestrian overpass. By 2025, when the population grows by nearly 30 percent, the roadway congestion would be even worse without another solution like ***95 Express***.

How can Managed Lanes reduce congestion on I-95?

Congestion pricing within the lanes limits the number of vehicles using them and keeps traffic moving at approximately 50 miles per hour. Not all drivers choose to use ***95 Express*** all the time. Meanwhile congestion in the regular lanes is reduced because some vehicles will choose to use the Managed Lanes.

How much time will be saved by using *95 Express*?

Trip time on I-95 from downtown Miami to Fort Lauderdale, or from downtown to the Golden Glades could be cut in half!

Has this system been tried elsewhere, or is this just an experiment?

Near Los Angeles, Managed Lanes have been in use for ten years on highly congested State Road 91. San Diego and Houston, too, have converted HOV lanes to toll lanes, giving motorists the choice to use them when needed.

Would drivers in South Florida be willing to pay to use *95 Express*?

In Miami-Dade County, a study completed in 2005 asked that question of focus group participants who used HOV lanes, as well as those who drove single occupancy vehicles. Seventy-six percent of participants from both groups said they would use Managed Lanes at least some of the time.

How much will this project cost?

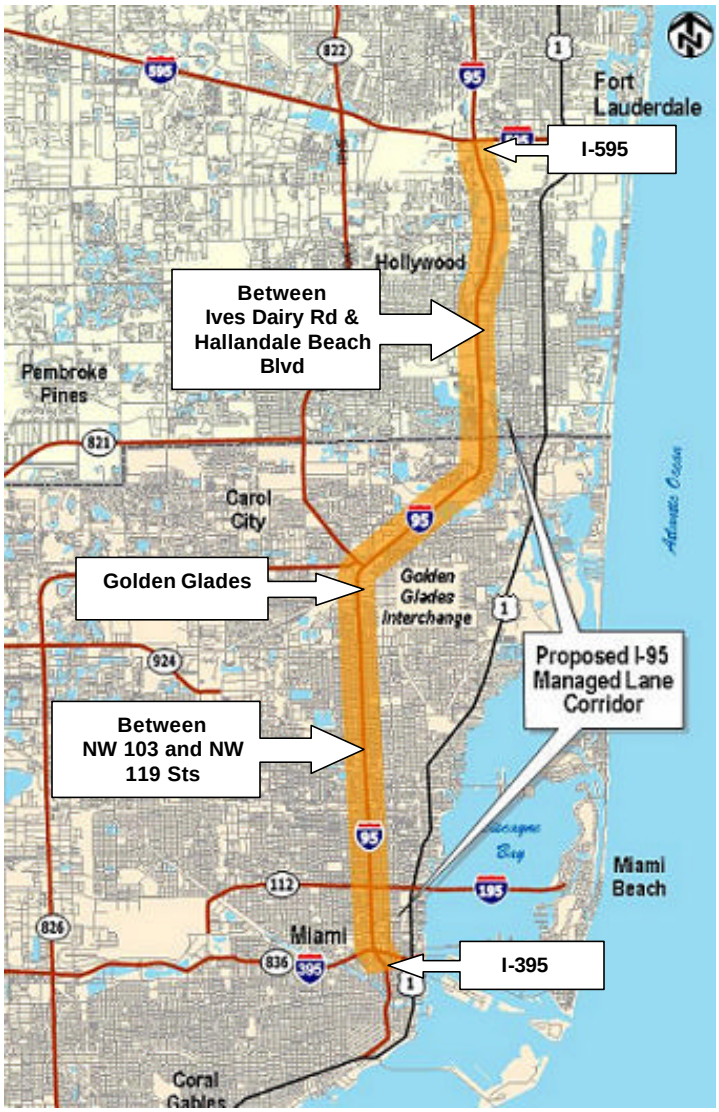
Estimates for the pilot program vary from $90 million to $125 million, depending on whether there are one or two lanes in each direction on the Broward County portion of the roadway.

How soon could *95 Express* be in operation?

By early 2008 at least part of the system could be in place.

PROJECT SITE MAP

Proposed entry/exit points



For further information on *95 Express*, please contact our Public Information Office at:

4141 NE 2nd Avenue, Suite 101D
Miami, FL 33137
305-573-4455
info@communikatz.com

or visit our website at
www.95express.com

95 Express is all about giving people
the option to save time!

AGENDA ITEM NO. I3

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: MAY 16, 2007

INFORMATION ITEM REPORT

☒ Information Item ☐ Presentation

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
TRANSIT DEVELOPMENT PLAN (TDP) UPDATE

SUMMARY EXPLANATION AND BACKGROUND:

At the April 18, 2007 PTAC meeting, detailed information regarding the SFRTA TDP Minor Update was presented to the committee for the first time. The presentation included an overview of tasks included in the scope of work and a detailed account of some of the key activities underway.

At the May 16, 2007 PTAC meeting, an update will be provided on these key tasks and overall project activities. Mr. Joseph Quinty, SFRTA Transportation Planning Manager, and Mr. Michael Moore of Gannett Fleming will provide the update on these TDP efforts.

EXHIBITS ATTACHED: None

AGENDA ITEM NO. I4

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: MAY 16, 2007

INFORMATION ITEM REPORT

☒ Information Item ☐ Presentation

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STRATEGIC REGIONAL TRANSIT PLAN

SUMMARY EXPLANATION AND BACKGROUND:

At the last five Planning Technical Advisory Committee (PTAC) meetings, presentations have been given regarding the South Florida Regional Transportation Authority (SFRTA) Strategic Regional Transit Plan. The latest progress will once again be shared with the committee at the May 16, 2007 meeting.

The Strategic Regional Transit Plan agenda item at the April 18 PTAC meeting was among the more technical and detailed presentations conducted as part of the project. At the May 16 PTAC meeting, Mr. Joseph Quinty, SFRTA Transportation Planning Manager, will provide a more general overview of the project's activities over the past month.

EXHIBITS ATTACHED: None.

AGENDA ITEM NO. I5

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: MAY 16, 2007

INFORMATION ITEM REPORT

☒ Information Item ☐ Presentation

2008 SOUTH FLORIDA TRANSIT SUMMIT

SUMMARY EXPLANATION AND BACKGROUND:

At the February 21, 2007 PTAC meeting, it was announced that FDOT, SFRPC, and SFRTA had initiated discussions about the possibility of holding a regional transit summit in early 2008. At that time, it was mentioned that a steering committee needed to be created in order to begin detailed preparations and lead development of the summit's agenda. To date, there have been no volunteers to serve on such a steering committee and the enthusiasm to hold a transit summit appears to be lacking.

Mr. Larry Allen of the South Florida Regional Planning Council will present this item and lead the discussion of whether efforts to hold a transit summit in 2008 should continue.

EXHIBITS ATTACHED: None.